



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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### THE FOWLER ELEVATOR AT OMAHA.

The Fowler Elevator at Omaha, Neb., of which we herewith give a cut, is erected on the Chase Elevator plan. It is owned and operated by the Fowler Elevator Company, of which Mr. B. Fowler of Chicago, is president; Mr. C. H. Fowler of Omaha, treasurer, and Mr. C. T. Brown of Brown Bros. of Lincoln, is secretary.

This company commenced business in 1888, and the following year was incorporated and enlarged its elevator to 200,000 bushels' capacity. The elevator is located on the line of the Union Pacific Railroad Company, along which line the company operates elevators at twenty stations. During the past year the company made improvements in their trackage and operating facilities, and succeeded in extending their business to a considerable degree. These improvements have not been sufficient to meet the requirements of their rapidly increasing business, so other improvements are to be made soon.

At present the elevator has a handling capacity of thirty cars per day, in and out. This year the company expects to handle over 3,000,000 bushels of corn and 500,000 bushels of oats, so will increase the handling capacity of the elevator to ninety cars per day, and the storage capacity to 300,000 bushels.

### NEW ROUTE FOR EXPORT GRAIN.

The grain-producing states of the Northwest, says the New Orleans *Picayune*, already realize in the distress that has overtaken their agricultural classes that their chief hope of relief is in cheap transportation to home and foreign markets. The people have reached a time when in the states west of the Mississippi it is more profitable to burn corn for fuel than to ship it to market, while wheat barely pays the cost of transportation and handling. Grain from the trans-Mississippi region shipped to the Atlantic ports by rail, is subject to charges which at the present low price of the commodity leave no profit to the farmer. The reduction of transportation charges is, then, the great question. Our great internal waterways furnish the most available means for the relief of the Western farmers, and it is to the rivers of the Mississippi valley that they are looking. In this connection the following will be worth attention:

Some days ago the *Picayune* announced the arrival in this city from Omaha of a prominent business man of the latter place. The visitor was Mr. John W. Paul, and the announcement of his arrival was coupled with his prediction that New Orleans and Omaha would become very

intimately connected as grain markets, and that New Orleans will in the near future be one of the greatest grain outposts. The *Omaha World-Herald* of the 13th, commenting on the item, said:

"Mr. Paul does well to couple his prediction that Omaha will become a great grain market with a like prediction for New Orleans, for the only way in which Omaha can become a great grain market is by utilizing the Missouri River for a cheap highway to New Orleans and the seaboard.

"Omaha is surrounded by the grain fields of the West, but she lacks cheap water transportation to the seaboard.

"But if river transportation be made as safe between Omaha and St. Louis as it is between St. Louis and New Orleans, the situation would be:

#### FREIGHT ON ONE BUSHEL OF CORN.

Omaha to St. Louis, 350 miles.....5 cents  
St. Louis to New Orleans, 1,400 miles.....7 cents

Total, Omaha to seaboard by river.....12 cents

"These are not imaginary figures. The rate between St. Louis and New Orleans is in fact only 7 cents, and on the same basis the rate from Omaha to St. Louis would be less than 5 cents. Thus, while the distance to the seaboard by river is over 2,200 miles, the cost of transportation would not exceed one-half the present charge by rail.

"Now the question whether Omaha and Nebraska are in favor of river improvement and river transportation resolves itself into one of this kind: 'Are Omaha and Nebraska in favor of doing something to cut down freight bills one-half on through business?'

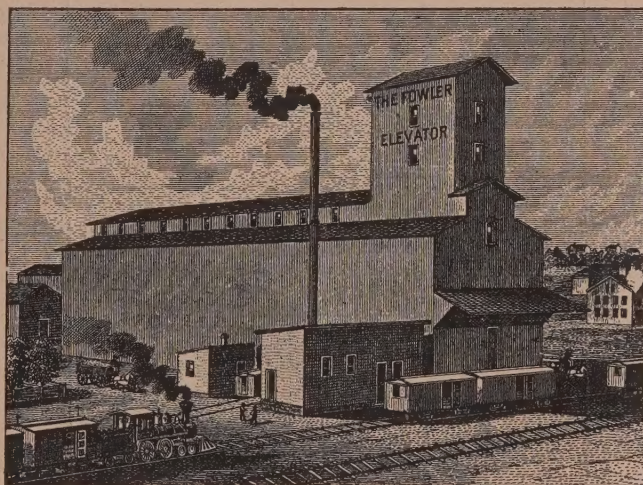
New Orleans receives large amounts of grain in barges from St. Louis, but that city is not a leading grain center, as it once was. The business is moving westward, nearer to the grain fields, hence the rise of Duluth, which is many hundred miles west of Chicago, into a great grain port.

Omaha is more than 800 miles by river west of St. Louis, and with some improvement to make the Missouri navigable for fleets of barges during the low water season, grain could be floated down thence to New Orleans at about one-half the present cost of getting it by rail to the seaboard.

### FLAX AT CHICAGO.

According to the report of the chief inspector there, was a large increase in the movement of flaxseed at Chicago during the first four months of the present year as compared with the same period of 1889. The total receipts of flaxseed during these months was 473,000 bushels, against 185,500 bushels for the same months of 1889. The shipments amounted to 533,007 bushels for the first four months of 1890, against 353,125 bushels for the same months of 1889. During the year 1888, 4,403,268 bushels were received.

Of that received during the first four months of the present year, 467,500 bushels graded No. 1, and the remainder rejected. For the same period of 1889, 168,000 bushels of the receipts for the first four months were graded No. 1, 16,500 bushels rejected, and 1,000 bushels no grade.



THE FOWLER ELEVATOR AT OMAHA.

But she can get it—not by the lakes, but by the Missouri River.

"Let Omaha once get cheap river transportation, and the greatness of the city will be assured forevermore. To get it Omaha must insist on the improvement of the Missouri River.

"When we can float corn down the river to New Orleans the railroads can no longer charge us 20 cents a hundred pounds to take it to Lake Michigan."

After Mr. Paul had returned to his home from New Orleans the *Omaha World-Herald* took up the matter again, and in its issue of the 21st inst. it had the following:

"Mr. Paul, who has just returned from New Orleans, comes back a thorough and enthusiastic convert to the Missouri River project.

"The situation now on freight rates is about as follows:

#### FREIGHT ON ONE BUSHEL OF CORN.

Omaha to Chicago, 500 miles.....12 cents  
Chicago to New York, 1,000 miles.....12 cents

Total, Omaha to seaboard.....24 cents



## GOOD ADVICE FOR GRAIN DEALERS.

The Butterworth Bill now before the House of Representatives is intended to prohibit trading in grain for future delivery. There is not a sensible dealer who does not know that this feature of the business is absolutely necessary for the movement of the greatly increased surplus crops of this country. Of course the average Congressman has little knowledge of the practical working of the system, and therefore when the bill comes up is as likely to support it as to oppose it. We therefore urge every interior dealer to correspond with his Congressman, and let them know what the great grain dealing interest of the country need and demand, and that is to kill the bill.—*Toledo Market Report.*

## HIGHER PRICES OF CEREALS TO PREVAIL.

A writer on the prices of cereals in *Dornbusch's*, an European publication, makes the assertion that the trouble is an absence of backbone on the part of all interested. "All Europe," he says, "is now suffering in its grain markets from that original sin of selling under cost of production which took root in America, and is now being transplanted into the Argentine Republic and other countries, where ready money is wanted, and to obtain which wheat and produce are sold to furnish capital for other enterprise that does pay. Of late years the United States have repented of their action, and as regards wheat, the areas no longer increase." He acknowledges that the American has become a stronger commercial owner of wheat than is the British merchant. The Russian and Indian wheat sellers are also becoming stronger holders than the pocket-empty English farmer, who of late seasons has been the weakest link in the wheat-market chain. A farmers' credit union, he adds, is wanted; some system of commanding ready money with equal facilities that other countries possess for "financing" wheat stocks. He concludes by asserting that prices will be better maintained this year than last, and hence will rule higher. Of this he is positive. So are others. So in fact, is everybody. The era of general prosperity is upon us.—*Farm Machinery.*

## KANSAS CROP REPORT.

Secretary Mohler of the Kansas State Board of Agriculture, in his crop report for May, says that reports received from correspondents of the Board representing 104 of the 106 counties of the state, show that the very satisfactory agricultural condition of the state was fully maintained up to May 6. Winter wheat, which in many portions of the state had been seriously damaged by the cold weather and high winds of March, has largely recovered, and much that was reported winter-killed a month ago has shown life. One month ago 11 per cent. was reported winter-killed, now it is said only 7 per cent. will be plowed up. In many portions of the state wheat is in magnificent condition, promising a large yield, and with comparatively few exceptions the condition of winter wheat throughout the state is in a general way satisfactory, correspondents making the average condition for the state two points higher than a month ago.

The increase in area sown to spring wheat this spring as compared with last year is estimated at 30 per cent., which gives a total area for the state exceeding that of last year by 26,500 acres. The condition as compared with the general average at this date is 98 per cent. The area sown to oats is estimated at 3 per cent. less than that sown one year ago this spring, or 1,650,000 acres, while the condition compared with average is 100. Following is a summary of crops: Winter wheat, compared with full stand and unimpaired vitality, 92; spring wheat, compared with full stand and unimpaired vitality, 98; oats, compared with average condition, 98; rye, compared with average condition, 96.

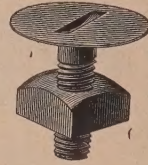
During the month of April rains have fallen generally throughout the state, and in nearly all counties have been sufficient. There has not been a time in many years when chinch bugs gave so little cause for complaint. No damage whatever is reported from them, and but few correspondents report having seen any. Corn-planting was completed in the south half of the state by May 1, and is now being pushed in the north half. The soil is in excellent condition, and farmers generally are full of hope.

## THE ELEVATOR BOLT.

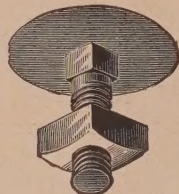
Of all the various machines and devices that enter into the construction and equipment of the modern flour mill and elevator, the most inconsequential at first sight seems to be the elevator bolt. The practical miller or millwright, however, who has learned by long and possibly dear experience not to overlook or despise small things, gives this little bolt an important place among his other and more expensive machinery. When he stops to consider the astonishing changes that have taken place in milling machinery and methods, it is difficult for him to mention an article in which there has been more genuine improvement than in the elevator bolt. He has only to look backward a few years to the time when the elevator bolt was an awkward, clumsy thing of malleable iron with a large round head, which projected from the belt



THE CORRUGATED BOLT.



THE ECLIPSE ELEVATOR BOLT.



EXCELSIOR FLAT HEAD ELEVATOR BOLT.



BUTTON HEAD BOLT.

until worn down by contact with the elevator pulley or leg. Compared with this bolt the elevator bolt of to-day is "a thing of beauty and a joy forever," and the firm responsible to a great extent for this improvement is Thornburgh & Glessner of Chicago, whose various descriptions of bolts are illustrated herewith. Several years ago the members of this firm became convinced that malleable iron, owing to its great brittleness, was unfit for making elevator bolts, and conceived the idea of using Swedish or Norway iron for the purpose. This they knew to be the strongest and toughest iron obtainable, and felt sure that elevator bolts made from it and then carefully annealed, would prove exactly what was needed. The experiment was tried and the result was all that was expected, and in addition to the quality of metal obtained by the process of stamping, the corrugation under the head was perfected, and the corrugated bolt sprang at once into great and lasting popularity. This bolt was found to answer for almost every purpose, and its superiority to all other bolts was testified from the start by the number of imitations that were put on the market within a short time. The perfected corrugation in addition to its convenience was discovered to greatly reduce the fire hazard in mills and elevators where it was used, as the head could be drawn into the belt until almost flush with the surface, leaving little or no metal to come in contact with the pulleys or woodwork.

Following close on the heels of the corrugated bolt came the Eclipse Bolt, which became very popular with many bolt users, owing to the slot in the head enabling the head to be held by means of the ordinary screw-driver while the nut was being screwed on. This slot was patented on Aug. 5, 1879, and the patent is owned solely by Thornburgh & Glessner, who acquired it, together with the machinery for its manufacture, a short time after it was put on the market. The patent on this device is a very strong one.

The Excelsior Flat Head Bolt is a very strong, hand-made, forged elevator bolt, made especially for large and heavy elevator bolt, and for this purpose has never been equaled. A large demand for this style of bolt has sprung up in the cities where large elevators are found.

The advent of chain belting called for a new bolt adapted for attaching buckets, and this want was immediately supplied by Thornburgh & Glessner, with the Button Head Bolt. It has answered the purpose admirably, and the demand for it has increased with the growth of the chain belting business.

These bolts are all made by THORNBURGH & GLESSNER of Chicago on special machinery, much of which has been designed and built by them for the purpose, and

duplicates of which cannot be found elsewhere. They long ago set forth the claim of being the largest makers of elevator bolts in the world, and their production in this line is shipped to all parts of the civilized world where elevators and mills are to be found. The trade is annually increasing, and at times their large capacity is taxed to the utmost to supply the demand promptly. It is interesting to note that these bolts are now sold by almost every reliable mill furnisher or dealer who prides himself on carrying first-class goods.

## CAUSE OF LOW VALUES.

Present low values (of wheat) are due to the systematic efforts of persons buying wheat they did not want and holding the price of wheat up beyond what it could be produced for elsewhere, thus encouraging other countries to enter the field as competitors. How often have we heard it said: "Make the shipper pay for it; Europe has to have it;" and while a course so heedless was being pursued at home, the English ryot, the Russian peasant and the settler in the Argentine were encouraged and stimulated to increased production, ocean transportation cheapened and improved, and America was compelled to meet the competition which she had begotten.—*Baltimore Journal of Commerce.*

## TWO-ROWED BARLEY IN CANADA.

Mr. W. D. Matthews, ex-president of the Toronto Board of Trade, speaking of the proposal of the Government to appropriate a large sum of money to purchase seed of two-rowed barley for practical experiment by a number of farmers, Mr. Matthews gave in a few words a summary of the barley situation. He said that when the crop in the United States was good it was impossible for Canadian dealers to pay freight and duty and sell the grain at a price to compete with the American grain. As to two-rowed barley, the experiments so far made had shown that the grain produced in Canada deteriorated rapidly, the only remedy being to import fresh seed, an expensive process. In the ordinary condition of the English market there was a large supply of European grain and prices were close. The conclusion of the whole matter, in Mr. Matthews' opinion, was that if they were to ship either to the United States or to England they must make up their mind that as a rule prices would not allow a large margin of profit. He stated that this year so bad has the English crop been about 150,000 bushels of six-rowed barley (which ordinarily the English markets would not receive) had been exported to England for use there, and had been favorably commented on in a number of cases.

## ELEVATORS IN NORTH GERMANY.

A new and important departure, says *The Miller* of London, is announced from North Germany. An attempt is to be made to introduce into that district of Prussia known as "Hinter-Pommern" the American system of handling grain by means of the large granaries, known as elevators. This portion of Prussia raises on a yearly average a quantity of wheat, rye and oats estimated to be worth £1,100,000, and it is proposed to place the grain cultivators of this important district in direct communication with the best markets by means of a system of elevators owned and worked by a company. This body will be essentially a private enterprise, and will, it is said, seek no assistance from the government. As a commencement, ten elevators are to be erected on the American principle, at an estimated outlay of £21,000, at different points on the railway system of the district in question, and farmers bringing grain to any of these elevators will receive warrants bearing a clear indication of the extent and grade of their deliveries. These warrants will also be indorsed with the value of the grain against which they are issued, and three-fourths of such amount will be payable in hard cash, the balance of one-fourth falling due at the close of the company's financial year. The avowed object of the proposed company is to bring the farmers of Northeastern Germany into direct communication with the Rhenish districts of Western Germany, where at present a good deal of foreign grain is used by the milling trade, and so to secure a profitable home market for the Pomeranian agriculturist. The chief point in the scheme is doubtless the warrants, which instruments, it is believed, will be well received by banks and other financial institutions.



## THE NEW AUTOMATIC GRAIN SCALE, "THE CHRONOS."

C. REUTHER & REISERT'S PATENT.

One of the most characteristic manifestations of the modern or scientific spirit in manufacturing operations is the increasing importance attached to an exact estimation of the quantities of raw material which a given production of finished material may require. Attempts have been made in this direction from time to time, and with now and then a degree of success, but we believe it can safely be said that not one of the automatic grain weighers now used in American mills has in every respect sustained the ordeal of prolonged work. It seems strange when we remark that American inventive genius should have failed to provide a satisfactory device for ascertaining and recording automatically and reliably the weight of grain passing into or through a flour mill or elevator, while in Europe nearly all larger establishments have automatic weighing arrangements for years.

So much by way of preface to the announcement that among recent arrivals from Europe is Mr. W. Reuther of C. Reuther & Reisert, whose establishment at Hennef on Sieg (Rhenish Prussia) has long enjoyed the Continental reputation for the superiority of its manufactures. The construction of automatic weighers has been made a specialty by this house since the year 1876, and at the present time over 4,000 of their machines are to be found in all parts of Europe.

Mr. W. Reuther is introducing in the United States the latest improved form of their automatic weighers, "The Chronos" Automatic Grain Scale, of which his firm are the sole makers.

While, of course, the "Chronos" will be judged by its work, and not be accepted on faith, it is proper to say that Messrs. C. Reuther & Reisert's Automatic Grain Scale has been adopted since 1883 as a standard by the body known as the "Kaiserliche Normal Aichungs-Kommission," that is to say, the Commission for Standard Weights and Measures of the German Empire. Since that time it has been in constant official use throughout Germany, and has also been adopted by several other governments, an indorsement which must have weight with the most skeptical.

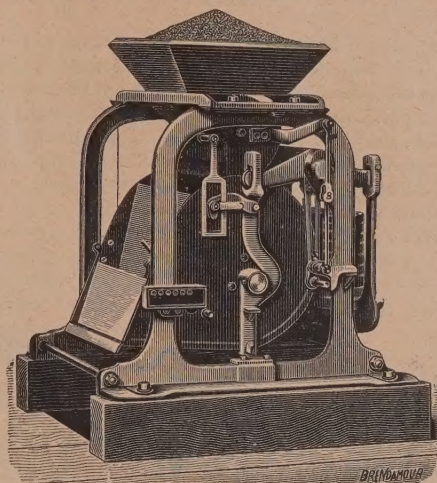
If we look for the reason why the advent of a truly automatic grain scale has been so long delayed, we shall find it in the unusually severe requirement which a machine of this kind must satisfy.

To be an effective checker, a weighing machine should be capable of determining with the utmost accuracy the weight of any quantity of any kind of grain or seed, and to do this, no matter what kind of work may be in progress in the mill; moreover, such a machine must act not merely as an automatic recipient, but also as an automatic discharger, as otherwise it would obviously be impossible to make use of it in a really automatic system. It must be ready to take its place at any and every point, whether between two machines or whether it is merely required to weigh and register the material passed from a belt conveyor to a worm or a bin. A weigher should not be liable to take injury from the presence of small foreign bodies in grain, and its mechanism should be as little sensitive to dust (of which some wheats notoriously contain a heavy proportion) as possible. The friction of its working parts should be reduced to a minimum, so that after years of hard wear it may still be a reliable instrument. It is highly desirable that its construction should admit of the accuracy of its work being tested at any minute, nor should this operation occasion any interruption to the running of the mill; if it exhibits any trifling inaccuracies, it should be possible to correct them without making use of a second weighing machine. All these demands, Mr. W. Reuther assures us, are met in the weigher with which he is identified.

The "Chronos" Weigher consists essentially of a beam scale of usual make, provided with two arms of equal length, to one of which is suspended a vessel or recipient for the grain, such recipient being capable of rotation on an axis, and being provided with two apertures for the respective operations of receiving and discharging, while from the other arm hangs a beam board which will take any ordinary kind of weight. Over the recipient is placed a hopper, and underneath play two valves, or rather gates, which regulate the flow of the feed.

The grain pouring through the hopper soon begins to fill up the recipient, until suddenly the upper gate partially closes, shutting off the greater part of the feed, and letting in only two thin streams of grain, which together,

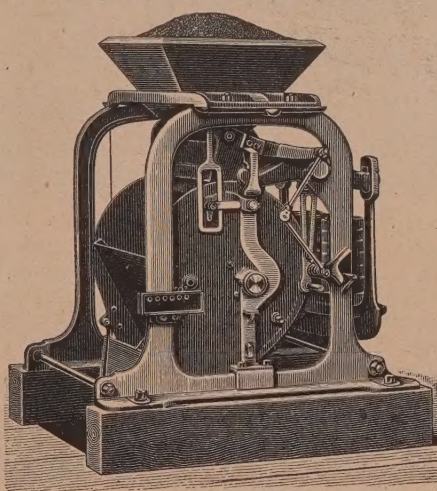
make up the exact weight set on the beam board. As soon as that point has been reached a stud attached to the pointer of the beam-scale comes in contact with a knee-joint which serves to support the second flap and bends the former down. The effect of this is to completely close the inlet, while simultaneously a hook, which has kept the recipient in an upright position for taking its feed, is released. Then the recipient, making a slight revolution of about 40 degrees, tips forward, and this movement is sufficient to empty it of its contents; but as soon as this has been accomplished it regains its former position, whereupon the two inlet valves are opened, and it is again held fast by the hook. With the re-entry of the feed the operation already described is repeated. Each revolution, and therefore each discharge,



THE "CHRONOS" RECEIVING GRAIN.

of a given weight of grain is registered on a dial that is attached to the front side of the scale.

The two illustrations which are here published afford a clear enough idea of the action of the recipient as well as of the modifications exhibited by the Chronos Machine. To reduce friction to a minimum and to insure the smoothest possible work, it has been the aim of the makers of this weigher to shorten, as much as possible, the arc traversed by the recipient in its tipping motion; hence



THE "CHRONOS" DISCHARGING GRAIN.

it has been provided with an outlet as distinct from the inlet. Moreover, the recipient has been so shaped and hung that while the grain, seeds or other material is being fed through the inlet the bottom of the recipient remains in a horizontal, or in nearly a horizontal position. On emptying, the recipient has to make a relatively trifling revolution, and by this means the angle of the discharge is rendered but little greater than the feed angle.

Messrs. Reuther & Reisert claim that their weigher will do its work with the utmost exactitude on account chiefly of two peculiarities in its construction; on the one hand, the scale-beam is an exact reproduction of an ordinary scale furnished with two arms of equal length; on the other hand, the frictional resistance to be overcome in the working of the mechanism has been reduced to a minimum by causing all the working parts to move in well-tempered knife-edges and pans. The swing, it is said, of the scale-beam varies, according to the size of the scale, from a quarter of an inch to half an inch, while, as has been shown, the angle of discharge only slightly exceeds

the feed angle. So considerable a reduction of friction would naturally mean a corresponding reduction of wear, and certainly points to very smooth work. With a machine built on these lines, moreover, dust is robbed of many of its terrors.

The setting of the scale appears to be a very simple operation. By a turn of a small lever the mechanical parts of the weigher and the beam scale can be entirely disconnected. The beam will then swing loose just like the beam of any ordinary scale, while the pointer will play freely, whether the board be weighted or not. It is thus easy at any moment to set the weigher by means of its own scale, and to carry this operation out in about half a minute without in any way interrupting the work of the mill. If any slight discrepancies should be manifest in the work, they can, it is said, be quickly corrected by moving forward a little weight. It is also stated that when once this weight has been set in its proper position the machine will weigh accurately and continue so to do.

If desired, the whole apparatus can be enveloped in a sheet-iron casing, which will leave no part exposed, except the glass face of the dial register. The casing can then be locked and the key delivered to the foreman of the mill or some other responsible person, so that the possibility of any tampering with the mechanism by curious boys or idle operatives, will be entirely removed. Further particulars can be obtained from MESSRS. C. REUTHER & REISERT, 74 Cortlandt street, New York, N. Y., where the machine can be seen at work.

### EFFECT OF EQUITABLE RATES.

The second report of the Sub-Committee of the Board of Trade, Commercial Exchange and Maritime Exchange having under investigation the causes of the decadence of the commerce of the port of Philadelphia, is in some degree encouraging. The grain export trade has been largely increased, the year 1890 (down to April 12) showing the shipment of 9,444,936 bushels, as compared with 4,750,922 bushels for the whole year of 1889. The discrimination of the Pennsylvania Railroad Company in favor of Baltimore having been conclusively ascertained, that company has so far yielded to remonstrance as to give informal assurances that the discriminations will be discontinued and equitable rates hereafter maintained. The proof of a changed disposition on the part of the Pennsylvania Railroad Company is found in a substantial increase in the movement of grain and other merchandise over its lines for export from Philadelphia. The improvement in railroad terminal facilities also furnishes a foundation for the belief that the present increase in the export trade of the city may be maintained, or still further advanced.—*Philadelphia Record*.

### DECREASE IN BARLEY ACREAGE.

It seems to be the belief among grain men, says the *Winnipeg Commercial*, that very little barley will be sown in Manitoba this year. Last year the barley crop was a poor one, and as a consequence the grain is now scarce and dear. On this account it is thought that farmers who have no seed barley will not sow any of this grain rather than purchase seed. The acreage sown to barley here in the past has been small, in comparison with other crops, and this year it is the belief that it will not be increased. Locally there has been very little demand for barley for seed. It is the opinion of the grain men that the farmers will make a grave mistake if they curtail their barley crop. There is likely to be a considerable increase in the local demand for barley for malting purposes, and besides this, barley is considered an excellent feed grain.

### "PIG BARLEY."

A correspondent of *Country Gentleman* says: "Barley growing at its best is little understood in this country. Any ground is hurriedly and rudely prepared, the seed planted in season or out, and the crop is harvested, by some early, leaving the final process of ripening to take place in the sheaf or cock; others cut in a medium state of ripeness, while another class do not cut until 'dead ripe.' It is threshed at the most convenient time; the thresher often runs so fast it breaks some kernels and bruises the germs of others, and it is then thrown in a heap where it lies until a market is found for it, and it brings in Europe only about half the price of barley grown there; in fact, the English call the American product 'pig barley,' and consider it fit only for feeding purposes."



## TIME OF VOYAGE.

Following is the time usually reckoned for sailing, grain-laden vessels to reach London or Liverpool from the places mentioned: From South Russian and Danubian ports, 75 days; from Atlantic ports of America, 30 days; from Egypt, 45 days; from California, 128 days; from Australia, 105 days; from India, 120 days; from Chili, 95 days, and from New Zealand, 95 days. Steamers are allowed 21 days from the Black Sea, 21 days from Galatz and Ibrail, 20 days from Sulina, 22 days from Azof, and 45 days from India. Yet with the greater time required to make the voyage from Russia and India to Liverpool, and the extra expense connected with the long voyage, wheat is exported from these countries in such quantities as to greatly reduce the price in the English markets. The depreciated price of silver more than offsets the extra expense of transportation from these two countries.

## OHIO CROP REPORT.

The May report of crop conditions in Ohio shows the condition of wheat compared with a full average to be 83 per cent.; barley, 82 per cent.; rye, 91 per cent.; oats, acreage compared with a full average, 94 per cent.; oats, condition compared with a full average, 84 per cent.; wheat, drilled in, 90 per cent.; wheat, condition of drilled, 85 per cent.; wheat sown broadcast, 10 per cent.; wheat, condition of broadcast, 72 per cent.; wheat, damage by Hessian fly, 1 per cent.; wheat, damage by other insects, 1 per cent.; clover, average date of sowing, March 29, clover, acreage compared with a full average, 92 per cent. The returns show, that since the report of April 1, wheat has declined two points. The present estimate places the average condition at 83 per cent. This slight decline may be attributed to two causes—the April frosts and the exposed and debilitated condition of the roots. In districts where wheat now looks most promising it is possible there will be disappointment, owing to the rankness of growth. Another growth of straw is not promising for a heavy yield of grain.

## NEW ELEVATOR AT KANSAS CITY.

This city, says the *Modern Miller* of Kansas City, Mo., has several large grain elevators in operation, but there is now in course of construction in Armourdale one that will in size eclipse any of these and have a capacity greater than all of them combined, and larger than any elevator west of Chicago.

Its daily capacity will be 400 cars of grain, that is, loading and unloading 200 cars, and a large storage capacity. The elevator machinery to do this will be the largest in pattern, and the suction method will be used in unloading cars. The grain will be raised 165 feet, and cleaned and dried by the air-blowing process.

The ground dimensions of the main building are 225x125 feet. Through this main building there will be four tracks running the length of the building. The building will be on Union Pacific land, and although almost in the heart of Kansas City, Kan., is not in the legal limits of the city, nor in any way subject to the city's laws and regulations, nor subject to tax by the city.

The dimensions, 125x225 feet, do not include the engine houses. The excavation for the main building is completed, and the huge stone piers which will support this building, 165 feet high, are being set. The contract calls for the completion of the stone work by May 20. Seven large derricks, one of them operated by steam, are in operation. The entire building is to be completed and the

elevator ready to hold grain Aug. 20, or the contractor will forfeit \$20,000.

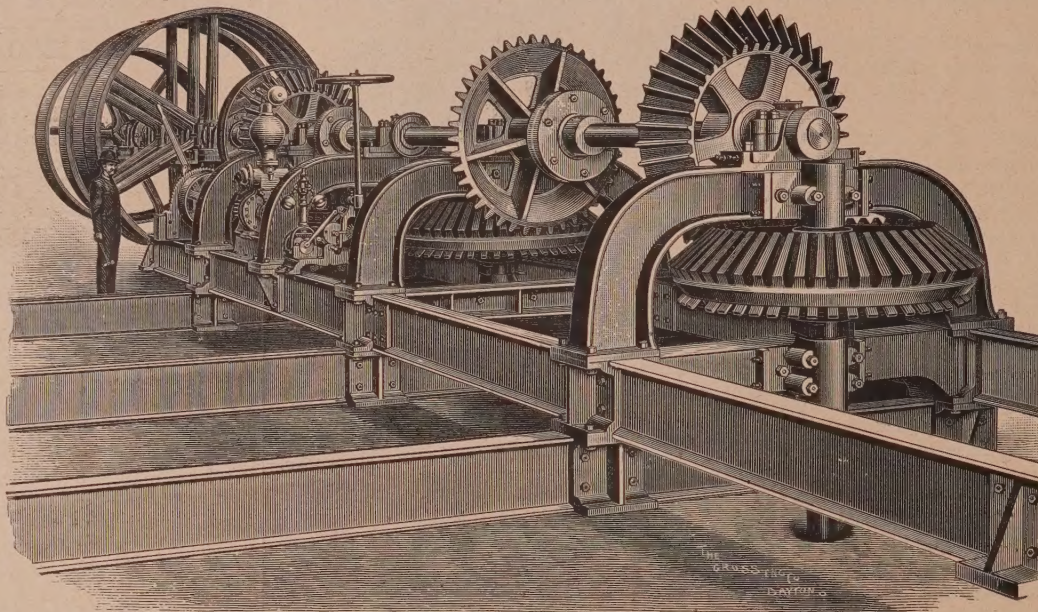
The cost of the elevator will be nearly \$440,000. It is being built by the Minneapolis milling pool. Pillsbury and Peavey, the great millers of Minneapolis, are interested. The site is accessible to the Union Pacific, Rock Island, Missouri Pacific and Belt railways.

The elevator will be the third one now on the Kansas side of the line. The other two are the Armourdale Elevator, with a capacity of 225,000 bushels a day, and the Rock Island Elevator. The latter are located at Armourdale.

## POWER TRANSMITTING MACHINERY.

The Stilwell & Bierce Manufacturing Company of Dayton, Ohio, are now making a leading specialty of power transmitting machinery. The engraving published herewith represents some work in heavy gears, pulleys, iron harness, fire pump with friction drivers they lately placed in connection with three large Victor Turbines in one of the leading cotton mills of this country, and is a fair specimen of their work in this line.

All of their patterns for power connections are new and of the most approved proportions and designs, calculated to meet the most exacting requirements of modern engineering. They have just published a handsome catalogue



POWER TRANSMITTING MACHINERY MADE BY STILWELL & BIERCE MFG. CO.

containing an extensive and complete list of patterns for gears, pulleys and other power connections, together with a vast amount of very valuable and carefully prepared information, which renders the book a valuable pocket companion for engineers. They will cheerfully send this catalogue gratuitously on application to engineers and mill superintendents, and to all others who may be in market for work in this line.

## A BRITISH VIEW OF SILVER LEGISLATION.

The great rise in the price of silver, notwithstanding the recent slight reaction, is still, says *Beerbohm*, as eagerly watched in the grain markets as on the Stock Exchange. This is probably entirely due to the proposed legislation on the subject in the United States, and it is quite ten years since there has been a sudden rise in the price of silver. The new silver bill in America proposes to increase the monthly purchases by the Treasury from 2,000,000 ounces to 4,000,000 ounces, and provides for the payment thereof in "certificates," which shall be "lawful money." There seems every prospect that this bill will become law, and the result thereof is expected to be an increase in the price of silver to 50d. In America, in fact, the anticipations of the sanguine are that silver will rise to 59d., or, in relation to gold, as 1 is to 16. If silver rises to 50d. (it is now about 47d.) this would doubtless cause the Indian rupee exchange also to rise about 1s. 7d., which means that the price of Indian wheat will be raised about 12 per cent. compared with three weeks ago, unless the Indian grower accepted that much less for his product.

## CHIEF INSPECTOR'S REPORT.

The annual report of the chief grain inspector of Minnesota, A. C. Clausen, for the crop year ending Aug. 31, 1889, shows that the balance of money in the grain inspection fund on that date was \$20,905.99, against \$30,192.41 on the same date a year previous. For this decrease the largely decreased receipts of grain from those of the year previous is responsible. The total amount of wheat inspected at the three terminal points, St. Paul, Minneapolis and Duluth, for the year was 42,411,040 bushels, against 65,013,760 bushels the year previous. In other grains there was an increase in comparative movement, attributable to a larger movement of Southern corn to Minnesota markets direct, instead of going through Chicago as heretofore.

The 1888 crop was a very difficult one to handle, although it was not nearly as large as that of the previous year. The force was reduced and expenses cut off wherever practicable, but the Board ran \$9,286.42 behind during the year, and had to make up this deficiency from an accumulated surplus at Duluth. The inspection fees in this state, too, are lower than in any other market in the country.

From the 87,378 carloads of all classes of grain received during the year, 5,173 cars were held out for reinspection. Many of these calls were made merely to gain time, and only 2,289 cars out of over 87,000 were raised in grade.

These were what are called "line grades," and the policy of the department is to give the shipper the benefit of a doubt. Only four appeals from the ruling of the inspectors were made to the commission during the year, and in only one case was the decision overruled.

The chief grain inspector calls special attention to the complexities of the system. The business is almost wholly dependent upon human judgment, but during the year there has been very little dissatisfaction and complaint attending the work of the department. The state inspection department is required to maintain absolute uniformity in inspection at three different points, and again the grain is inspected uncleaned, while


in other markets it arrives clean. This results in a double tax upon the judgment of the inspector, and differences of opinion are as frequent upon the matter of dockage as upon the grades.

Regarding appointments, he says that since the system was established it has been the settled policy of the department not to allow competent, experienced men to be displaced by inexperienced men. The security and integrity of the state inspection depend largely upon the continuance of this rule. He also recommends the adoption of a permanent rule requiring all applicants for positions on the inspection force to be subjected to a rigid examination as to their knowledge of grain, and all new appointees to serve as sub-deputy inspectors or inspectors "out-of-store" until such time as they have demonstrated their fitness to fill any vacancies which may occur in the higher and more responsible positions of deputy inspectors.

## THE BOOM IN DOMESTIC RICE.

"For some weeks past," says the New Orleans *Picayune*, "there has been unusual activity in rice circles, and large sales of one of our most important staples have been reported, even points as distant as California having taken advantage of favorable freight rates to purchase a good amount of rice." Now it is beginning to be discovered that nearly the entire remnant of the crop has been absorbed, and "with four months yet to intervene before the new crop, there is scarcely enough rice remaining in first hands to last a single month if the present rate of consumption is kept up."





## COMMUNICATED

(We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interests of the trade at large, or any branch of it.)

### A RENEWAL.

*Editor American Elevator and Grain Trade:*—Inclosed please find one dollar to renew our subscription to the AMERICAN ELEVATOR AND GRAIN TRADE. Please direct the paper in the firm name, E. Cockrell & Co. My senior partner likes the journal so well.

Yours truly, W. H. COULTHARD.  
Jerseyville, Ill.

### HE LIKES IT.

*Editor American Elevator and Grain Trade:*—I received your journal, the AMERICAN ELEVATOR AND GRAIN TRADE, and looked through it. I like it so well that you will please send it to me for one year. Hoping that I will learn a good deal from it, I am

Respectfully, J. S. KLINGENBERG.  
Concordia, Mo.

### WILL BUILD AN ELEVATOR.

*Editor American Elevator and Grain Trade:*—I understand that Mr. C. Seeley of Curtis, Neb., is going to build a 40,000-bushel elevator in connection with his mill soon. Wheat is getting scarce here, and will play out before the new crop comes in. Wishing you all the good luck possible, I remain

Yours truly, F. W. S. N. B.

### CAN'T DO WITHOUT IT.

*Editor American Elevator and Grain Trade:*—We find it utterly impossible to get along without the AMERICAN ELEVATOR AND GRAIN TRADE. Inclosed find one dollar for which send it to us for one year, commencing with the April number.

Yours truly, McELVEEN COM. CO.  
Brunswick, Ga.

### AGREES WITH MR. CARR.

*Editor American Elevator and Grain Trade:*—I have long been in need of just such a journal as yours, and would have been a subscriber long ago had I known of its existence. A friend with whom I had been discussing the dockage question sent me a copy of your paper issued April 1, containing Mr. Carr's article on that question.

I had always held that the owner of grain should stand the shrinkage, and not the country shipper. Mr. Carr would place the loss on the owner, but in a way quite different from any I ever thought of. Grain in store, according to his way of transacting the business, will never diminish in bulk, and a certificate will always be good for the same quantity.

I think his way of disposing of the shrinkage question is the best I have ever heard of. If the terminal elevator companies could be induced to adopt his suggestion without making an advance in storage rates, it would be a great boon to country shippers. The grain center that first makes this change, which in justice to country shippers should be made, will have its receipts greatly increased, and will be looked upon as the most progressive of all.

Very respectfully, NORTH DAKOTA.

### DELAY OF GRAIN CARGOES.

*Editor American Elevator and Grain Trade:*—Shipments of grain by lake from this city are frequently delayed by what seems to be the contrariness of the elevator managers, or an agreement between them not to operate the elevators after 6 o'clock. It is extremely unreasonable and unjust to delay a large boat and cargo over night, and frequently over two nights, and Sunday, simply because it would necessitate the operation of the elevator a few minutes after 6 o'clock to give the vessel the rest of its load. It is an outrageous imposition, and one that demands the immediate attention of the Receivers' and Shippers' Association.

Some of the large propellers visit at least four elevators before obtaining all of their cargo, and consequently it

takes considerable time to get loaded. One Saturday recently a steamer was at the Santa Fe Elevator, and only lacked about 6,000 bushels to complete its load of 100,000 bushels at 6 o'clock, when the elevator was closed, and the steamer had to remain here until Monday morning for the rest of its cargo. Another steamer had to wait at the same time to complete its load of 100,000 bushels at the Illinois Central elevators.

Not only the boat is thus delayed by the stubbornness of the elevator superintendents, but the entire cargo also. If the boats could finish loading Saturday night, they could be half way to Buffalo by Monday morning. It may be that the elevator superintendents are acting under instructions, and are not the ones to blame for the delay. If so, they should try and have a change made.

CHICAGO SHIPPER.

### A REPLY FOR "SPECULATOR."

*Editor American Elevator and Grain Trade:*—A "Speculator" has attacked the motive of the "Grain Dealers' Association" last November, in that they made an effort, seconded by some large receiving houses, to get a standard of Nos. 2 and 3 red winter wheat. The object of his remarks is, apparently, to bias the judgment of the Board of Railroad and Warehouse Commissioners. We as country dealers say the speculators should have no voice in the matter at all. Our experience while attending that meeting at Chicago, and since, has led us to think worse, instead of better, of the present system of inspection.

Mr. Speculator may not know it, but a large per cent. of fine milling wheat has been shipped from Central Illinois to Toledo, and that the only wheat we have shipped for several months past to Chicago (and that is several hundred cars) was sold on a sample furnished by ourselves. The wheat was the same class as that sold last October and November at 10 cents below No. 2, which we have sold at within 3 cents of No. 2 on our own sample. The inspection fees on all these cars we ought to object to as being only a gift to the political ring known as the Chicago Inspection Department. We have asked that this department take an official sample from each car below No. 2, and deliver on 'Change to the consignee, properly ticketed, saving an additional expense now incurred by some one for sampling each car falling below the No. 2 requirements. Out of about 40,000 bushels recently shipped to Toledo by us, only one car failed to grade No. 2 soft red. Out of several hundred cars sent to Chicago, not one has graded No. 2 red.

It is singular, but it is a fact, that Chicago has the "run" on a certain class of wheat that is shipped into Ohio and Indiana. Were the Toledo merchants as well posted they would take nine out of ten cars of wheat shipped from this section, rates being otherwise proportional.

Yours truly, McFADDEN & CO.  
Havana, Ill.

### ASSAILS "SPECULATOR."

*Editor American Elevator and Grain Trade:*—I notice that in your April issue a gentleman (?) signing himself "Speculator" makes an attack upon the Illinois Grain Merchants' Association and tries to show that they were working to help a few shippers of Central Illinois pass off a lot of inferior wheat as No. 2. Now that is an infernal lie and he knows it. The grain shippers wanted the speculative grade made a trifle wider, so that they could get a fair price for a small quantity of wheat that is still being graded No. 3.

That grade (No. 3) is entirely too wide, and any unprejudiced grain dealer will say so. The daily variance in the price received for different lots of No. 3 winter wheat which are sold in Chicago by sample, is conclusive proof that buyers of No. 3 winter wheat are able to see a great difference in the value of different samples whether the inspectors are or not. So the country shipper is unable to get the true market value of the wheat, unless he can sell by sample, and then he seldom gets it, because the brand of No. 3 which the inspectors have placed upon it is a serious drawback.

Few will be deceived by "Speculator." He wants the speculative grade made as narrow as possible, so that he can more easily catch the country shipper in a corner, when he hedges against his holdings for protection against loss. Then he talks about the selfishness of the country shippers. Consistency is truly one of the few jewels "Speculator" does not possess, but his monumental check is sufficient to make up for any other characteristic he may lack.

He would have us believe that the Chicago Grain Inspection Department is infallible. The following clipped

from the *Chicago Evening Journal* of April 25, shows that the inspectors are anything but infallible: "The unjustly severe inspection of corn recently arriving here has been well demonstrated through the efforts of Pope & Lewis, who have had from their consignments 27 cars changed by Supervising Inspector Smiley, and 23 cars by the Committee of Appeals (5 cars in all) from No. 3 to No. 2 corn in the last 48 hours. The track inspectors are at fault."

If the drunken politicians were discharged from the force, and reliable, honest men, who have had experience handling grain, put in their places, we country shippers would not have the extreme pleasure of reading such interesting statements as the foregoing. If "Speculator" is anxious to do the trade some good I advise him to call a meeting of the politicians inspecting (?) grain at Chicago, and kill every one that cannot tell corn from wheat. It would be impossible to get so many ignoramuses on the inspection force again.

Respectfully,

REFORMER.

### DISEASED FLAX.

Professor Otto Luggar, the Minnesota state entomologist, has long had his eye on the flax industry of Minnesota. He has seen two things of special prominence: First, that the flax crop is and is bound to be one of the most important crops in the state; second, that there is a most damaging disease at work in the flax section. He found that the disease, as he terms it, is very prevalent in a limited territory; that it is in the form of a parasitic growth, and that it must be eradicated. In order to do this it is essential that still further investigation should be made in order that an antidote for the disease may be found. "I think it is safe to say," said Professor Luggar, "that millions of dollars worth of flax has already been destroyed in the southwestern part of the state. There are six counties in that locality where this disease has set in. It may show itself when the plant has just come through the soil, when it is two inches high, or when it is full grown. The plant when attacked becomes black, the leaves rot away, and the whole plant soon disappears. It is a disease which seems to be something like the 'yellows' in peaches, but I have not yet made sufficient investigation into it to be able to give you anything positive. So far as I can learn, this is the only place in the world where it has ever appeared. The farmers in that part of the state have been much discouraged over it. It is a most singular disease. Flax, you know, may be planted for about three months in this latitude with the assurance that a crop will come before frost. Some of these farmers would plant a crop early in the spring and it would come up nicely, be attacked by the disease, and a new crop would be sown. This would in turn be attacked. It was no use. I am of the opinion that water is one great means of carrying the disease. I know of one instance where water was carried by a little stream from a piece of infected land to a piece of prairie land. The prairie was broken and the flax sown and the disease appeared. The rain may have a marked influence in conveying it. I do not know whether it could be transferred by the seed or not. I should fear it until it were definitely proved that it could not."

### WILL REDUCE STORAGE RATES.

State Grain Inspector Clausen of Minnesota visited Duluth recently, and he thinks that place is to have cheap storage rates next winter.

"It is well known," said Mr. Clausen, "that a company there is building steel grain barges to ply on the great lakes. I had a talk with the manager, Capt. McDougall, the other day, and he informed me that it was the intention of the company to put in the biggest shipyard in the United States at West Superior, and build these steel cruisers. The barges are to be used in winter for storage of grain, and as they will only load through the elevators, they will be ready to take immediate advantage of the opening of navigation, and will pull right out early in the spring. By next winter enough of these barges will be ready to take grain to hold from 1,000,000 to 1,500,000 bushels of wheat. Capt. McDougall informed me that he proposed to cut a wide swath, and would bring grain storage rates from 3½ to 4 cents a bushel down to 1½ cents. The effect of this, it seems to me, will be to divert a good deal of wheat from the Minneapolis markets and take it to Duluth, where it can be stored very cheaply. This movement is likely to cause consternation among the elevator men."



## MILLERS AND THE BUTTERWORTH BILL.

A milling firm at Hamilton, Ohio, says the Toledo *Market Report*, thinks our remark that every dealer of sense will oppose the Butterworth Bill, is too broad. Of course it was intended to refer to buyers and sellers of grain, and not to millers. The firm above mentioned highly approves the bill. The *Northwestern Miller* approves it, and prints numerous letters from millers who approve it. Of course they do, and of course, upon the most patriotic motives. Millers are no more selfish than other people, but the natural man—the hidden sinful tendency of the race—may possibly dominate some of our millers as well as the “great army of rascals on the exchanges.” Wouldn't the millers have a high old time in purchasing wheat of the farmers at their own price if the element of future trading was abolished. There is nothing in that but pure patriotism. It is self-abnegation of the highest order, as interpreted by Pillsbury et al. There are a few yet living who were buyers of grain twenty-five or thirty years ago, before future trading was adopted. Did they buy the farmers' grain at the lake ports and send it to the seaboard on a margin of one-half cent per bushel as can now safely be done by a sale of a certain grade for the future? Not much. The margin for the risk was always 5 cents, and frequently more. Did the farmer pay that margin to the buyer to compensate him for the risk? It is as plain as a pikestaff that he did. Now he wants to do it again, and it is proposed to restore the old order of things. A very erroneous view of the whole question by the farmers has impressed the minds of Congressmen, and they are likely to squat to this outbreak of ignorant sentiment through fear of losing votes. Well, pass the bill. We know now who will buy the grain under it, and that a howl for its repeal will be heard in a year, in comparison with which the present clamor is a soft whisper. There is no hostility to the millers by wheat dealers. Why should the millers have any toward the exchanges?

## AMERICA VS. INDIA AND RUSSIA.

Competition between this country and others in the line of grain exports for the last few years has been very close. Not long ago great things were expected in the way of Indian wheat imports into the United Kingdom, but the expectations have not been realized, for that country exports very little more wheat, on the average, than it did eight years ago. The leading American rival in supplying Western Europe with breadstuffs is Russia. Eight years ago India exported nearly as much wheat as Russia, while last year Russia exported four times as much as India. It is evident the American farmer has less to fear in the immediate future from Indian rivalry than from Russian. Russia's figures of the exports of wheat from the crop of 1888 exceeded American exports from the same crop. Wheat is the leading article in grain exports, whether the intrinsic value is considered, or the quantity moved. Russia had a late advantage over the United States, through the production of two most excellent harvests, in 1887 and 1888. The last one was much smaller than either of the last two predecessors, and gives less to export.

America stands first on the list of wheat-producing countries, and is greatly in the lead in the production of corn. As compared with Russia, the crop of the United States is more than a hundred times greater. In oats, too, we exceed Russia by nearly 20 per cent. on the average. The greater part of the bread of Eastern Europe is made of rye. Russia alone raises nearly 700,000,000 bushels of rye annually, and the average net harvest of all cereals in that country is about 1,100,000,000 bushels. The production of the United States reaches annually near 3,000,000,000 bushels, or almost three times that of Russia. Leaving out the enormous production of corn in this country, and the remaining cereals are only about 100,000,000 bushels greater than Russia, the chief advantage being in wheat and oats. Besides the consumption of rye by its own inhabitants, Russia exports twenty times more of it than the United States, eighteen times as many oats, and forty times as much barley. There are only two cereals of which the United States export more than Russia. The two are wheat and maize.

The cost of production in the different countries exporting cereals is claimed to be greater in this country than in either Russia or India. The reports of the de-

partments of agriculture published in the different countries, and other data bearing upon the subject, show that the cost of raising a bushel of wheat in Russia is about 37 cents, exclusive of the rent of the land. In the United States it is claimed that the average cost of wheat production is about 54 cents. In India the production is said to cost about 40 cents. Adding freight and insurance from each of the different countries, with the cost of the land, and Russian wheat costs, laid down in London, 65 cents a bushel, not counting Russian inland freights, and America 67 cents. Indian is figured at 64 cents. Both the Indian and the Russian are considerably below American in price in the several importing countries of Europe.

## THE WHEAT SAW FLY.

A recent issue of *Insect Life* contains the cut given herewith of the wheat saw fly, and a short account of it. The February number of the *Canadian Entomologist*, also



contains a report of Mr. W. Hague, Harrington, in which he records the collecting of *cephus pygmaeus* by sweeping the meadow near Ottawa some time ago. Mr. Van Duzee also collected some specimens of this insect near Buffalo, N. Y., in 1888.

In the cut *a* is an outline of the larva, showing the natural size, while *b* is an outline of an enlarged larva; *c* shows a natural-sized larva in wheat stock; *d*, frass; *e* represents an adult female, and *f* a female parasite, enlarged. This insect is the commonest European parasite, *Pachymerus calcitrator*.

Professor Comstock of Ithaca, N. Y., reared some specimens of the wheat saw fly from wheat stalks in 1889. Its work upon wheat is shown in the cut of the wheat stalk, the center being bored out part way up.

## PROMULGATOR OF THE VISIBLE SUPPLY REPORT.

The most important statistics bearing upon the grain trade, next to those of production, are those of accumulated stock, out of farmers' hands.

The inventor of the visible supply of wheat report is Mr. Elmer H. Walker, for many years statistician of the New York Produce Exchange. Some twenty years or so ago he began this work by collating weekly for the Exchange at New York totals of stocks of wheat at points of accumulation where, at that time, the bulk of all stocks “out of farmers' hands” were held, viz.: Milwaukee, Chicago, Peoria, Kansas City, St. Louis, Indianapolis, Detroit, Toledo, Cincinnati, Buffalo, Albany, Boston, Toronto, Montreal, Oswego, New York, Philadelphia, and Baltimore. Within a few years Minneapolis, Duluth and St. Paul were added to the list, about which time the Chicago Board of Trade began the compilation each week of a visible supply report of its own, claiming that the New York statement was too slow in appearing, not then being given out until Thursdays following the Saturdays for which totals of stocks on hand were compiled.

This rivalry proved fortunate, and in the race for prompt returns both reports began to appear on Mondays, as they do to this day.

The importance of these official visible supply reports were speedily recognized abroad, and each week the total of wheat, and of corn, oats, barley, and rye, are cabled to leading European grain markets.

## USE AND ABUSE OF SPECULATION.

Mr. C. D. French of Kansas City said recently in an interview: “I believe that the low prices of farm land and the depression of the agricultural industry all over the country are the results of the pernicious influence of the bucket shops on the markets for grain and produce. If the Chicago Board of Trade persists in its present efforts to suppress the bucket shops, I believe that the agricultural interests will revive, and continue in a prosperous condition hereafter.

“But the efforts to suppress the bucket shops must be carried on intelligently. If our legislators take hold of the matter they must draw a sharp line of distinction between bucket-shop gambling and legitimate speculation. The former is a vast octopus feeding on the latter. Genuine trading in future deliveries of grain and produce is as necessary in the modern organization of trade as are bank drafts and exchanges. The Butterworth Bill aims to kill all speculation. In this it is the worst kind of a law. Speculation affords the raisers of wheat and corn an opportunity to keep prices from getting unduly low. It enables the farmer to market his grain in any quantity and at any time without unduly depressing prices. It makes it possible for middlemen to handle the grain of the country on the smallest possible margin without risk.

“If it were not for the possibility of selling wheat for future delivery, no warehouseman would dare to buy it at the market price and store it in great quantities. He would want a margin of 10 cents a bushel to do it. If there were no selling of wheat futures, the rush of grain to market after the harvest season would result in putting prices so low that wheat could hardly be given away.

“Every banker in the country has to begin to call in loans about the middle of July, and accumulate a surplus of loanable money, which he knows will be wanted. The system of exchange trading in grain results in small sums being collected from thousands of people which in the aggregate amount to an immense amount of speculative capital which is used directly to get the enormous crops of the country most cheaply and most expeditiously to the consumers or to storehouses where the products will be most immediately available for consumption. The farmer is not compelled to hold his crop. He can sell it at once, and it is held by this vast aggregate of speculative capital until it goes into consumption.

“I know that there are a great many evils connected with the existing system of marketing the grain crops of the country, but I believe the benefits of the system very greatly outweigh the evils, and, taken as a whole, there is no system involving the abolition of speculation which will enable the farmer to get as much money for his crops as he does now. Destroy the bucket shops; clean them out utterly; turn all speculation into legitimate channels; have it centered in boards of trade, where trading is bona fide, and my word for it, prices will be maintained at a much higher level, and there will be a much larger proportion of average market values going to the producer than if speculation were abolished and the grain crops handled on a strictly cash basis without trading in futures.”

## GRAIN IN BUENOS AYRES.

Edward Atkinson, in a letter to *Bradstreet's*, says: “The single province of Buenos Ayres is larger than the United Kingdom of Great Britain and Ireland. It is the empire state of the Argentine Republic. It consists almost wholly of the great plains known as ‘The Pampas.’ The correspondent describes the province as an unbroken plain 121,000 square miles in extent. The significant point in this report is this:

“In 1875 there were 825,492 acres cultivated, and now there are 5,899,895 acres, mainly in wheat, but, amazing as the ratio of increase is, there is only 1 per cent. of the entire area under tillage.”

“One hundred and twenty thousand square miles would suffice for the production, at our standard per acre, of 500,000,000 bushels of wheat and 7,000,000 bales of cotton, with one-third of the land even then left over for other purposes.

“The condition of these great grassy plains, lying close to a navigable river in a salubrious climate, where Europeans can work energetically and effectively, may be imagined from the further fact stated by a correspondent, that ‘there were on these plains in 1888 23,000,000 cattle, nearly 4,500,000 horses, and over 70,000,000 sheep,’ more than half credited to this particular district.”



## IMPORTS AND EXPORTS OF RICE.

All rice imported from the Hawaiian Islands is admitted free of duty, on that from other countries a duty of 2½ cents per pound for cleaned rice, and 1½ cents per pound for uncleaned rice, is charged. During the eight months ending March 31, the United States imported 8,304,100 pounds, valued at \$377,080 from the Hawaiian Islands, against 9,209,000 pounds, valued at \$428,391 for the eight months ending March 31, 1889.

From other countries we imported 41,816,673 pounds of rice, valued at \$812,094 for the nine months ending March 31, against 79,691,471 pounds, valued at \$1,428,866 for the nine months ending March 31, 1889.

Upon rice meal and flour there is an import duty of 20 per centum ad valorem. During the nine months ending March 31, we imported 38,136 738 pounds of rice, granulated, or rice meal, valued at \$643,127, against 39,246,953 pounds, valued at \$644,962 for the nine months ending March 31, 1889.

Our exports of domestic rice during the nine months ending March 31, amounted to 307,070 pounds, valued at \$16,473, against 333,241 pounds, valued at \$18,975 for the nine months ending March 31, 1889.

Of the rice admitted free of duty under the reciprocity treaty with the Hawaiian Islands 21,200 pounds were exported during the nine months ending March 31, against 12,000 pounds for the nine months ending March 31, 1889.

Of the rice imported from other countries we exported during the nine months ending March 31, 4,714,823 pounds, valued at \$90,266, against 6,609,318 pounds, valued at \$109,568 for the nine months ending March 31, 1889.

## BARLEY IN COLORADO.

For the past few years since brewing became a great industry in Colorado, barley growing, says the *Field and Farm* of Denver, Colo., has paid better than any of the other cereals. An acre of barley in many instances has paid as good a profit as three acres of wheat. It must be admitted that it is a little disagreeable to handle when harvesting, on account of its beards. The beardless variety is of no account to brewers, since it will not malt, and the brewers are the great buyers, and they are the buyers of grain in America who take more than America produces. Barley is the one grain only that is imported. The brewers of Colorado last year purchased \$100,000 worth more than the state produced.

Barley, to be at its best, needs careful handling. A clumsy farmer will never make good success with it. Care should be observed in threshing not to break the kernels or bruise their germs. Neither should the speed be too high; just enough to shell the grain, and no more. Says Mr. Galen Wilson: "Some farmers thresh too soon, and the grain sweats in the bin and partially ferments. It should remain in the mow or stack until the sweating process is over and it is thoroughly cured out, when it becomes what is called 'homogeneous.' In winnowing, the meshes of the fan-mill sieve should be of that size which will pass the small and undeveloped grains. Thus grown and treated, it will be of the best quality for malting, and should command a superior price; lacking any of these points they will be revealed on the malting floor and in the kiln—indeed, the malter or experienced barley dealer can tell wherein it is defective the moment he looks at and handles it."

## EGYPTIAN CORN.

The other day two men of experience held a symposium upon this product, originally from the upper Nile country, and there the mainstay of human as well as animal life. One of them on June 1, 1889, had 800 acres of dry and dusty land sown with Egyptian corn. On June 15 it was irrigated. Oct. 1 harvesting of 300 acres was commenced. From it was gathered, threshed and sacked 10,700 sacks, or about 36 sacks per acre. As the corn packs close and weighs heavily, it is estimated to go about 60 pounds to the bushel, which will make a product of about two tons per acre. One square acre was measured and it was found that it required the labor of three men for one day to cut the bunches, gather, thresh and sack. Reckoning each man with board at \$1.40, and each horse with provender at 65 cents per day, it cost \$5.05 per acre to harvest, thresh and sack the product of that 300 acres. Into the remaining 500 acres 800 head of cattle were turned, and in about a month they had trodden it all

down so that it looked like a field of harvest past corn stalks, but the ground was covered almost white with the threshed-out kernels. Twelve hundred hogs were then turned in to do the Ruth business, and they are said today to be the finest, largest, laziest and fattest hogs in the state. The other farmer planted on July 25 and harvested in November, getting a yield of 3,000 pounds per acre, and at this writing has a second (volunteer) crop four feet high and as thick as leaves in the leafiest part of Vallambrosa.

As to harvesting, the mutual decision was that when the heads or bunches are cut, as the stalks and tendrils are green and full of sap, they should be left in small bunches upon the ground from six to ten days, according to season. Thus, by sun drying and earth curing together, the bunches can afterward be gathered and stacked if desired, without sweating, heating and spoiling. This is especially necessary where the grain is not to be threshed. There is some gain in not threshing, as stock eats stalks and all with great avidity.—*Californian*.

## INDIA WILL STOP PRODUCING WHEAT.

Wheat continues to meet with a good demand. Crop prospects are attracting less attention than the question of the future of silver. The general expectation in Liverpool appears to be that even if the bill should pass the United States Congress and Senate the President will veto it, and that on a second voting it will fail to secure the requisite "two-thirds majority." The discussion that will come on to-night in the House of Commons will be read with a little more than the usual interest.

If the old ratio of silver to gold of 15½ to 1 were to be reconstituted, we take it the rupee would return to par, and wheat in India would after a time, largely go out of cultivation, as it could not then be sold on our market to advantage, as the Hindoo would, when receiving £1 for his quarter of wheat, be able to get 10 rupees only for the sovereign, instead of 14 as at present.

If the bill now before the American Congress becomes law, which it is almost certain to do, there would be a still greater rise in the price of this article, as the present annual production is not equal to supplying the proposed yearly coinage.—*Liverpool Corn Trade News*.

## CONDITION OF MICHIGAN WHEAT.

The Michigan Secretary of State in his May report gives the following statement of the condition of wheat in Michigan: It is prepared from more than 700 returns, nearly 500 of which are from the southern four tiers of counties. The average condition in the southern four tiers of counties is 74; central counties 72; northern counties 90, and state 76. Compared with one month ago there is a gain of 4 points in the southern counties, 7 in the central, and 4 in the northern.

The best wheat is in the southwestern group of counties, consisting of Berrien, Cass, St. Joseph and Van Buren, where the condition ranges from 91 in Berrien to 99 in St. Joseph. In the five counties just north and east of this group, viz.: Allegan, Ottawa, Kent, Kalamazoo and Branch the condition ranges from 84 in Kalamazoo to 89 in Allegan. In Barry and Ionia, in the third and fourth tier of counties, and in the seven counties in the first and second tiers, lying east of Kalamazoo and Branch, the condition ranges from 67 in Hillsdale to 78 in Calhoun and Jackson, while in the group of counties in the third and fourth tiers lying east of Barry and Ionia, the lowest condition is found, the range being from 47 in Eaton to 65 in Oakland and Macomb.

## VARIETIES OF OATS.

Prof. Caldwell, reporting upon a test of varieties of oats made at the Pennsylvania experiment station, says: The cultivation of the Harris variety is not to be recommended from our experience with it. It gives a fair yield, and is quite early, but for the last few seasons has produced grain of very inferior quality. The improved American oats had the stoutest straw, and gave a fair yield. This variety and the Wide Awake oats are the two which did the best, all things considered. The White Bonanza and White Wonder oats are very plump, nice-grained varieties, weighing the most per bushel, but did not give as heavy yields as some others. The Japan variety produces good, well-filled grain, and aside from weak straw, is of much promise.



Issued on April 15, 1890.

LINK DRIVING BELT.—John A. J. Shultz, St. Louis, Mo., assignor to the Shultz Belting Company, same place. (No model.) No. 425,704. Serial No. 332,443. Filed Dec. 3, 1889.

RICE HULLER AND POLISHER.—William S. Mallard, Darien, Ga. (No model.) No. 425,683. Serial No. 322,773. Filed Sept. 2, 1889.

DRIVING MECHANISM FOR ENDLESS CHAIN CONVEYORS.—Charles W. Hunt, New Brighton, N. Y., assignor to the McCaslin Machine Company, same place. (No model.) No. 425,798. Serial No. 239,060. Filed Feb. 3, 1890.

BALING PRESS.—Albert A. Gehrt, Quincy, Ill., assignor to the Collins Plow Company, same place. (No model.) No. 425,419. Serial No. 298,416. Filed Feb. 1, 1889.

BELT SHIFTER.—George C. Roberts, Chicago, Ill., assignor to the Troy Laundry Machinery Company, Troy, N. Y. (No model.) No. 425,459. Serial No. 326,308. Filed Oct. 8, 1889.

CAR PUSHER OR PINCH BAR.—Ezra Bowman, Remington, Ind. (No model.) No. 425,855. Serial No. 342,310. Filed March 1, 1890.

METALLIC ROOFING.—Longley L. Sageendorph, Philadelphia, Pa. (No model.) No. 425,830. Serial No. 337,952. Filed Jan. 24, 1890.

Issued on April 22, 1890.

SPLIT PULLEY.—Wilbur F. Maish, Warsaw, Ind. (No model.) No. 426,292. Serial No. 330,869. Filed Nov. 19, 1889.

GRAIN DOOR FOR CARS.—Edward A. Hill, Chicago, Ill., assignor of one-half to James L. Mallory and Edgar A. Hill, both of same place. (No model.) No. 426,183. Serial No. 327,385. Filed Oct. 17, 1889.

PULLEY.—Averit W. Michael, Benton Harbor, Mich. (No model.) No. 426,036. Serial No. 337,938. Filed Jan. 24, 1890.

Issued on April 29, 1890.

BAG HOLDER.—Olivie Asselin, Ottawa, Ont. (No model.) No. 426,981. Serial No. 330,814. Filed Nov. 18, 1889. Patented in Canada Feb. 27, 1889. No. 30,853.

BAG HOLDER AND SPREADER.—Charles Bolander, Chicago, Ill., assignor of one-half to Charles E. Hallstrom, same place. (No model.) No. 426,906. Serial No. 340,237. Filed Feb. 13, 1890.

BALING PRESS.—Zachariah J. Anderson, Fort Worth, Tex. (No model.) No. 426,900. Serial No. 310,717. Filed May 14, 1889.

BELT FASTENER TOOL.—John Lendberg, Dover, N. J. (Model.) No. 426,942. Serial No. 318,846. Filed July 27, 1889.

CONVEYOR.—Hans Birkholz, Milwaukee, Wis., assignor to Edward P. Allis & Co.; Margaret W. Allis, William W. Allis, Edward P. Allis, Jr., Charles Allis and Edwin Reynolds, all of Milwaukee, Wis., executors of Edward P. Allis deceased, sole member of the firm Edward P. Allis & Co. (No model.) No. 426,488. Serial No. 261,605. Filed Jan. 23, 1888.

PORTABLE CORN CRIB.—Charles I. Cook and Henry M. Britton, Odebolt, Iowa. (No model.) No. 426,714. Serial No. 338,983. Filed Feb. 3, 1890.

CORN SHELLER.—Henry A. Adams, Sandwich, Ill. (No model.) No. 426,748. Serial No. 344,103. Filed March 17, 1890.

Issued on May 6, 1890.

COMBINED BELT SHIFTING AND BRAKE APPARATUS.—John Thomson, Brooklyn, N. Y. (No model.) No. 427,449. Serial No. 343,900. Filed March 14, 1890.

MEANS FOR SECURING PULLEYS TO SHAFTS.—Herbert F. Stone, Appleton, Wis., assignor to the Appleton Manufacturing Company, same place. (No model.) No. 427,244. Serial No. 323,707. Filed Sept. 12, 1889.

FRICTION CLUTCH.—John D. Ehrmann, Kaukauna, Wis., assignor to the Atlas Iron and Brass Works, same place. (No model.) No. 427,257. Serial No. 319,614. Filed Aug. 3, 1889.

The Russian oat crop was a failure last year, and the falling off of shipments from that country has advanced the English market 10 cents a bushel above what was paid a year ago. Oats have been extremely cheap in this country, but the advance abroad has already raised the market here. Now that so much of the season for oat feeding has passed, it is found that our own oat supply is not so large as it was supposed it would be.—*American Cultivator*.



## Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

**No. 8. Removing Scale from Boilers.**—I wish some good engineer would give the best remedy for loosening the scale in steam boilers.—B. S.

**No. 9. Loss on Wheat in Storage.**—Will some one kindly give me information on this point? If a farmer stores his wheat in my elevator at harvest, what will be the loss per bushel in one, two, three, four and five months' time?—J. H. K.

**No. 10. Machine for Extracting Garlic.**—Can any one tell me of a machine that is manufactured for extracting garlic from wheat? We are very much annoyed with it in our Eastern wheat. I will be glad to hear of a machine for this purpose.—RICHMOND.

**No. 11. Smoke Stack.**—I am using a stone smoke stack 3 feet square inside and 60 feet high, on a 40-horse power boiler, for which the company recommended a stack 22 inches in diameter. I would like to know whether or not it would increase the draught to decrease the inside diameter of stack, and if so, why so? Also whether or not there would be any serious objection to turning the exhaust into such a stack to increase draught.—H. C.

**No. 12. Information on Grain Cleaning.**—In answer to No. 5 in your journal of April 15, allow me to suggest to A. & L. C. that the plan they propose for taking out dust, etc., at head of elevator would not work satisfactorily with the blast fan in the basement; besides, the extra cost of doing so would be against the proposed plan. I would locate the fan between the elevator heads, and nearly on the same line, then branch with the T spout to each head, making the head discharge as near like a suction trunk of a grain separator as possible, taking the power from a shaft at the head of the leg or some more convenient shaft if there be one. This way will work satisfactorily, and besides has the advantage of being cheaper and the action more direct.—E. T. FREEMAN, Port Huron, Mich.

**No. 13. Inspection Fees at Different Cities.**—Will you kindly inform me what is charged for inspecting grain at the principal grain centers of the country, and whether or not the charge is only sufficient to cover the cost of inspecting the grain or leaves enough margin for a good profit?—M. J. B., Omaha, Neb. *Ans.*—At Philadelphia the inspection charges are 30 cents per car on inward inspection and 35 cents per 1,000 bushels for outward inspection on delivery to vessels for export. Grain for the local trade is sampled, for which an additional charge of 20 cents per car is made. At New Orleans 75 cents per car and 50 cents per 1,000 bushels for bulk grain in barges. At Chicago 35 cents per car from canalboats, 40 cents per 1,000 bushels and 50 cents per 1,000 for inspecting to vessels. At Baltimore, 25 cents per car, out or in. On grain received by vessel 5 cents per 100 pounds, when inspected but not sold or delivered by grade 25 cents per 1,000 bushels. From elevator to vessels 30 cents per 1,000. At Milwaukee, to and from cars, 25 cents per carload; from elevator to vessel 40 cents per 1,000 bushels; from wagons, 15 cents per wagonload. At Toledo the inspection is not compulsory. A charge of 30 cents per car is made for inspecting grain from cars to elevator, and the same from elevator to cars; from canalboats to elevators \$1 per load, and 40 cents per 1,000 bushels for grain inspected into vessels. At Cincinnati the inspection of grain is not compulsory. The charge for inspection is 30 cents per car and 50 cents per midship of canalboats, to all who shall give inspector permission to inspect all their consignments of bulk grain, but the inspector has the privilege to charge \$1 per car and \$1 per midship to those for whom he does not inspect all bulk grain consigned to them. At New York the charge for inspection and verification of track weights is 30 cents per carload, \$3 per canalboat load of grain and 50 cents per 1,000 for inspecting into and out of regular warehouses. The fees for inspection at other points can be secured by writing to the secretary of the Exchange at the point desired. As will be seen by comparing the charges at the different points, Baltimore inspection is the least expensive. Last year the Baltimore inspection

department was operated at a net profit of \$6,251.22. When it is considered that much of the grain received at Baltimore is for through shipment, and that such grain is not inspected unless the shipper so requests, we cannot help but think that the charge of inspection at all points is considerable above the actual cost. In Minnesota, where the inspection of grain is controlled by the state, the charge for inspection is 25 cents per car and 50 cents per 1,000 bushels in cargo lots.

### A FARMER WITH SENSE.

The National Farmers' Alliance have urged upon Congress the establishment of national warehouses in which the farmers can deposit their products and borrow from the government 80 per cent. on their value. J. H. Brigham, the master of the National Grange, expresses opposition to this plan. He clearly shows that the scheme is impracticable, and even if it could be passed, it would not give the farmers what they desire. He shows that with the present facilities for the dissemination of information buyers and sellers know what a crop is worth when it is ready to be sold. He says for the twenty-five years he has been a practical farmer there have been only two years in which he made anything by holding a crop.

### COST THE BUCKET SHOP \$5,000.

The war between the bucket shops and the Chicago Board of Trade is not going on in favor of the former. Some of them have already collapsed. They can only secure quotations after they have become stale, and consequently are liable to get caught every time a sudden change in the market gives some one with the means of more rapid communication a chance to catch them napping. Such an opportunity occurred recently, when May wheat made a sudden spurt from 79¾ cents to 80¼ cents. An individual of quick hearing standing in the visitors' gallery "caught on" to the jump in the prices, and made his way to a bucket shop which has always made a feature of accepting every trade offered at whatever price happened to be posted on their blackboard at the time. Arriving in front of the blackboard referred to, the man observed that the last quotation thereon was 79¾@79¾. He immediately bought a heavy amount, and when the quotation of 80¼ came to hand he at once closed his deal. He afterward claimed to have bought enough to net him \$5,000 profit.

### BILLING POINTS IN IOWA.

A correspondent of the *Iowa State Register* says Chicago is the billing point for all the West or all the East for goods going either East or West. It is a national half-way house. Eastern railway lines stop there. Western lines going East stop there. Tolls are taken there on west-bound merchandise, and tolls are taken there on east-bound farm staples. A local shipper looking about for a better market than Chicago for corn discovered that he could get 4 cents a bushel more at Baltimore, net, than at Chicago. He shipped a lot of cars, but lo and behold, word came at once to the local agent that that shipper should have no more cars through to Baltimore.

The fact is, Iowa farmers do not suffer from extortion so much as from tolls by the many. Iowa staples go beyond Chicago. Very little stops there. But all must be billed there, and pass inspection, and pay commissionage and other "ages." Iowa has had very little benefit from all the excitement over transportation. It is still a suburb of Chicago, subject to tolls, rebillings, commissionages, leakages, wastages, stealages, and all that. Some through billing is done. We see horses go through, and live cattle go through, and now this Boone shipment of hogs.

Iowa needs all there is in her crops. There is no field of usefulness open to the legislator so inviting as the choking off of the lyers-in-wait for tolls at Chicago. They have no born right to steal from us. They are just such flesh and blood as we are made of, only, they have cheek and are impudent as the Chicago toll taker only can be. We want relief here if we want it anywhere. It will require state and federal law to bring it about, but it will not hurt anybody but those who sit at the receipt of custom at Chicago. We want to go through that city, or around it, or over it; any way to get past without tolls on staples destined for the east of it. It will hurt no railway, stockholder, nor any railway manager, unless he is interested in the Chicago stealings, leakages, commissions, shortages, tolls, and the like.

### HIGHER PRICED WHEAT.

The decline of available domestic wheat stocks to a level below that of 1889, although backed presumably by a crop 70,000,000 bushels larger in 1889 than in 1888, points, in view of the situation abroad, to the possibility of good reasons for higher prices for wheat than have prevailed. That keen analyzer of conditions in the world's breadstuffs markets, Mr. H. Kains-Jackson, deals with this topic at length in the last number of the *Floating Cargoes List* (London). His reasons for thinking that quotations may remain higher, are summarized as follows:

1. That the season has not yet determined harvest prospects in Europe. Terrific heat has been forecast in 1890 by occasional abnormal high temperature, and the reverse has also been shown by the extreme cold week of early March. March frosts are often repeated in May, and should this be the case this year we may have ten degrees of frost to kill the blossoms of May. The season, such as it is, has not allowed the good seeding of the English barley crop, as instance that neither sub nor surface soil are in a favorable condition for vegetation.
2. That from important wheat-growing Russian districts rumors are gathering of adverse prospects.
3. That the 1890 shortage of India will be more than the shortage of 1889.
4. That America's 81 per cent. prospect (taken together with other matters) should be enough to advance value.
5. That of Australia's exports the Continent should absorb a half, while Antipodean shippers offer with great reserve.
6. That stock in hand, under command, are much reduced in United Kingdom.
7. That while old reserves in late years have been found adequate to peace markets, they have been below a safety level for any political probabilities.
8. That opinion is recovering its balance, and rejects the creed of excessive and artificial cheapness, against which dockers, miners, lightermen, bargemen, brick-makers, tailors, and shoemakers have struck.
9. That as Paris, Berlin, Barcelona, Strassburg, Geneva, Madrid, Lisbon, and most foreign centers of consumption are above the English level of price, they will intercept many supplies that otherwise would come to our ports.
10. That as millers have used up much of their old stocks, and will have to pay more money for fresh supplies, they are likely to favor and not to oppose any moderate improvement in wheat prices.

To the above grounds for confidence may be added the brisk demand for spring tonnage, particularly at South Russian ports. Generally there is a belief that prices of wheat have been driven down—and kept down—below their healthy and natural level, apropos of which it is only natural to infer that they may rise whenever occasion offers.—*Bradstreet's*.

### FOREIGN CONSUMERS OF AMERICAN CORN.

The price of corn was so greatly reduced by our large crop of last year that foreign countries have been consuming large quantities of it. During the nine months ending with March, 69,724,445 bushels were exported from the United States, against 47,276,705 bushels for the same period of the preceding crop year. The increase in the value of the amount exported was not in proportion to the increase in quantity, the value of that exported being only \$29,331,778, against \$23,162,437 for the nine months ending March 31, 1889, an increase of only \$6,169,341.

During March 13, 877,589 bushels were exported, against 8,222,063 bushels for March, 1889. Of this amount Great Britain and Ireland imported 7,336,483 bushels, against 4,843,901 bushels the preceding March; Germany 2,705,151 bushels, against 697,065 for March, 1889; France 705,642 bushels, against 1,638,652, and other European countries 2,635,809 bushels, against 693,701 bushels for March, 1889.

British North America imported 309,556 bushels, against 190,186 bushels for March, 1889; Mexico 50,673 bushels against 111,877 bushels; Central American States and British Honduras, 3,915 bushels, against 809 bushels; West Indies 122,593 bushels, against 30,853 bushels; South America 7,044 bushels, against 14,131 bushels, and other countries 903 bushels, against 888 bushels for March, 1889.



**STEEL BARGES VS. ELEVATORS.**

Grain Inspector Clausen's published prediction that the construction of steel grain barges for the transportation in summer and storage of grain in the winter at Duluth and Superior will divert wheat from Minneapolis and reduce storage rates very materially, did not, says the *Pioneer-Press*, produce consternation among the elevator men of Minneapolis. On the other hand, they received the announcement of the project with manifestations of indifference. The sentiments of the Minneapolis elevator men as a whole will be fairly indicated by the following interviews:

Loren Fletcher—The construction of these barges cannot affect Minneapolis more than did President Hill's big freight steamers, which have not affected it at all, so far as I have been able to discover. The proposition indicates a surplus of wind at Superior, and they may as well put it in steam barges as anything else.

F. H. Peavey & Co.—Such vessels cannot be loaded in winter, and they must be made to pay for themselves as well as elevators. There are boats at Duluth every winter waiting to be loaded, and we are unable to see how the steel barges can hurt Minneapolis a particle.

Northwestern Elevator Company—They will not damage Minneapolis five cents' worth. The scheme will be found impracticable when brought down to details. People will not put their wheat in such barges, and wheat can be stored as cheaply in an elevator as in a steel boat.

The Scandinavian Elevator Company—Lower freight rates may attract shipments, and possibly some of the wheat not needed by the mills may go to Superior. The steel barges may get a part of the surplus, and that is all they can do.

**THE INTER-STATE LAW.**

One of our subscribers has written a pungent article which we find in the *Herald* of Lincoln, Neb., in which he advocates the repeal of at least one clause of the Inter-State Commerce Law. We quote from his letter.

The writer takes the position that, while a few localities in this state may have been benefited by the Inter-State Commerce Law, the results as a whole have been detrimental to the general prosperity, and especially to the agricultural interests, upon which the commercial interests of the state wholly depend.

In the first place, if the law is strictly complied with in the matter of publishing tariffs and requiring ten days' notice of advance or reduction of rates, it destroys all the elements of keen, healthy competition. This part of the law has resulted in the railroads being enabled to maintain rates much better than when the old pools were in effect prior to the Inter-State Commerce Law. It is also a fact that the publishing or giving the required ten days' notice of reduction in rates reduces the market value of grain to extent of reduction in rates. This is not invariably the result of reduction in rates when published, but it is the generally established rule. While the average rates on all classes of commodities in and out of the state may average as low as net rates in effect prior to the Inter-State Commerce Law, it is not unreasonable to suppose that with the immense tonnage of freight handled in and out of the state within the past two years that, if the roads were left open to free competition, this state would be paying a much less rate than is paid to-day.

The difference between the published rates at the present time and those in effect at the time the Inter-State Commerce Law went into operation shows no larger reduction than that between the adoption of the law and the net rates in effect three years previous to that date—showing that it is but a natural reduction, the result of increased tonnage and improved methods of economy in operating expenses.

If this be true—that published rates would be as low now without an inter-state law as with one—it is reasonable to accept as a fact that the net rates received by the railroads on all classes of commodities would be much less than they are now, as it is now a known fact that hardly a Western road was getting published rates for transportation of grain, stock or merchandise, but every commodity was handled upon the rebate system, the consumer as well as the producer sharing in the rebates with the merchant—as the merchant sold his goods with the rebate off, while the purchaser of produce advanced his price to the extent of the rebate.

In regard to publishing rates and giving ten days' notice of reduction, as required by law, are there any of the

Western roads getting any increase of tonnage, or getting from any competitor any freight which properly belongs to such competitor? Not so. All roads join in the reduction and trade flows in its natural channel. There is no incentive to cut rates.

And as to reduction in values at terminal points in proportion to reduction in rates. While this is not always true, it is true when there is a liberal movement of corn. The large movement of corn in Nebraska and Kansas is generally from December 1 to March 1. Ninety per cent. of the corn shipped from these two states during this period goes direct to Europe. They furnish more corn for export in these months than all other corn states combined.

Being furthest west of all the states that have surplus corn, the freight question is of paramount interest to their farmers. The average rate on corn from Nebraska and Kansas to Liverpool is about 33 cents per bushel. The great movement of corn from these two states in the months mentioned, and the large amount of freight to be collected for its transportation, make it especially attractive to railroad and steamship lines—the more so as the roads east of the Mississippi River move but little of their corn between December 1 and March 1, and the ocean vessels want the corn for ballast in the cotton carrying trade, as that is the time of year when the bulk of the cotton crop of the south is moved. Under the present law a published reduction of the inland rate only adds to the ocean rate or lowers the price in Europe. The producer sees no change in the home market. Before the Inter-State Commerce Law, this vast movement of corn was made in an entirely different manner.

A few of the leading Eastern railroads would form combinations with Western roads and steamship lines, and send out large buyers to purchase the corn. A five to ten cent cut in rates to the seaboard would be made in conjunction with steamship lines, as those lines would share in the cut to secure the freight to their own vessels. In this way a large volume of corn could be handled without making a ripple in market values in Europe. Then the Western producer would get the benefit of the reduction in rates in the increased value of his produce, as the European market would hold steady and buyers would advance prices to the extent of the reduction in rates of freight.

All buyers of produce are well aware of the fact that railroads did not at that time reduce rates for the benefit of buyers on their lines. Each road would make these reductions in rates to secure from its competitors traffic that did not properly belong to its own territory, and this could only be got by an advance of the local prices for grain, stock or produce, as the case might be.

It is a great mistake to suppose that prior to the Inter-State Commerce Law the buyer to whom a reduction or rebate in tariffs was made pocketed the proceeds. Quite the contrary. A large portion of it was given away in increase of prices by the purchaser.

What would be the result in Nebraska and Kansas to day if all the roads leading out from these two states would be forced to comply to the letter with the Inter-State Commerce Law? Every shipper of grain in these states is well aware of the fact that corn would decline at least two cents per bushel at every grain station. Nothing but a flagrant violation of the Inter-State Commerce Law has advanced corn to where it is now. There has been an increase of values in Eastern markets, but not at all in proportion to local markets. How is it that a grain buyer in Nebraska can pay 18½ cents per bushel for corn and pay 21 cents freight per bushel, costing him 39½ cents laid down at Baltimore, when the market price there is 37¼ cents per bushel? This is the condition of the grain market all over the states of Kansas and Nebraska to-day. There is unmistakably somebody getting rebates, but it shows very plainly that this somebody is not pocketing the rebate, as he is giving away four cents per hundred of it in the price he is paying for corn.

Nobody is rising in arms against this flagrant violation of the Inter-State Law, as everybody is aware that it is the salvation of Kansas and Nebraska. We are reaping some of the benefits of the old-time competition of railroads as when there was some good healthy competition.

Notwithstanding this cut in rates there has been an increase in values of grain in the Eastern markets. If this same secret reduction had been published to the world does any one suppose the Eastern market would have advanced in the face of it? A reduction in values would have certainly followed, as was the case in February. The present condition of rates on corn and values of corn

certainly substantiates my position in this matter: That publishing rates and adhering to them destroys all healthy competition as well as lowers values in Eastern markets, and the producer reaps no benefit from such reduction; while secret cutting of rates not only makes the strongest kind of competition, but a reduction this way can be made without lowering of values in markets of consumption. Nebraska and Kansas corn have a world wide reputation. The Liverpool buyers for new crop options will pay a premium over the regular market if the words "Kansas or Nebraska corn" are inserted in the contract. Ireland uses corn for human food more generally than any other market in the United Kingdom, and will buy nothing but the Nebraska or Kansas article, or at least the seller guarantees this in his contracts.

The railroads all want the long haul on this immense volume of traffic. The steamship lines will join with the railroads in securing it at reduced rates if untrammelled by any arbitrary laws of transportation. Let these two states join to unbind the fetters that bar them from giving their valuable traffic to the lowest bidder. Free and unfettered competition in freights is what Nebraska and Kansas want, and the sooner the Inter-State Commerce Law is repealed the sooner we will get it and the better it will be for every producer in the West.

**LEGITIMATE SPECULATION.**

Probably few of those who talk about the injurious tendency of speculation in produce and demand its suppression have any real idea of the extent to which it acts as an aid to legitimate commerce. They characterize the whole of it as mere gambling, for which there can be no valid apology, but do so in utter ignorance of the important part it plays in facilitating the actual transfer of grain and provisions from the producer to the consumer, and especially in keeping to a minimum the difference between the prices paid to the one and by the other. They do not seem to think it possible that if such methods were abolished the difference would perhaps double, and the greater part of the extra cost must be suffered by the man on the farm.

The buyer of grain at a country point waits till he finds the farmers are anxious to sell in considerable quantity. He sends an order to the city to sell there for future delivery about as much as he expects to be able to take in within a reasonable time. Knowing what will be the costs of transportation and handling, he then fixes the prices he will pay for the grain by the wagonload as brought to him from the farm. These arrivals may be delayed by bad weather, or he may have other reasons for not forwarding the grain to the city on the original contract. In such a case he sends an order to the commission merchant to buy it in and sell for delivery in some month further ahead. If the city purchaser bought the grain with intention to ship it on arrival, and had made his arrangements for doing so, he would be obliged to buy from some one else and sell against the first contract. The man who exports grain would run a heavy risk if he should have to stand the run of the market during the whole time the property is in transit. He avoids this by selling for future delivery in this market and covering when the cargo arrives on the other side of the Atlantic. He counts on this process netting him as much gain in the speculative part of the transaction as he would suffer in the other by a decline, and vice versa.

The miller accepts an order for a lot of flour while he does not own the wheat, or in the absence of orders he buys wheat and turns it into flour for future customers, protecting himself meanwhile by a speculative sale of grain which will give him a profit in case the market value of his cash holdings declines while on his hands. The packer sells pork and meats on the market at the same time or before he buys his hogs, and not infrequently contracts to have supplies forwarded to him from the country. On the arrival of the animals he turns them into product to fill the contracts made perhaps several weeks previously. There is elevator room in the United States for holding some 150,000,000 bushels of grain, and cribs are built at country points for holding untold quantities of corn and oats through the several months that elapse between the time the farmer wants to sell and the property is wanted for actual consumption. All of these holdings are sold against in the speculative markets, by which means the men who furnish the money limit their hazard of loss by decline in price while they retain the temporary accumulation.

No sane man who knows anything about business can deny that all this is perfectly legitimate, as much so as is



the taking out of a policy of insurance against fire or for the protection of his family in case of his death. But none of it would be possible, except on a very limited scale, in the absence of a speculative market in which every one is free to buy and sell, while some take the risks which the actual handler of the property cannot afford to assume. Without such a market the carrying of the grain and hog product would have to be done by the comparatively few capitalists, who would insist on a wider margin to cover the greater risk, and would be able to command it because of the little competition between the few as compared with the many who now engage in the business. Without the facilities the farmer would be obliged to keep his produce in hand till the consumer wanted it, and meanwhile pay large rates of interest for loans upon it, or have to sell at a ruinously low price to some capitalist whose operations must be made on the basis of providing for a large possible shrinkage in price before he could find a cash market for his wares. The probability is that the poor farmer would soon bitterly regret having jumped out of the frying pan into the fire in case it were possible to kill off speculative dealings by the passage of a Butterworth Bill. As between speculation and usury he would find the latter to be by far the worst horn of the dilemma.—*Chicago Tribune*.

### CONDITION OF WINTER GRAIN.

The official report of the condition of winter grain May 1 makes a reduction of one point in wheat, the average being 80. The rye average is maintained, being 93.51; barley 84.6. Areas in which the roots were not too severely frozen have improved during the last month; in others the injury is shown to be greater than appearances indicated. The heaviest decline in condition appears in Indiana and Illinois. A part of the Ohio breadth improved while a larger part declined, causing a fall of five points for the state. A loss in condition is reported in Texas from the ravages of an aphid or plant louse. There is a decline through the southern belt from injury by the March freeze and the depredations of insects. On the other hand, there is a partial recovery from the very low condition of April on the Pacific coast and improvement in Kansas, Michigan, Kentucky and Tennessee, and in New York. The averages of condition for the states of principal production are as follows: New York, 91; Pennsylvania, 96; Ohio, 82; Michigan, 73; Indiana, 63; Illinois, 64; Missouri, 82; Kansas, 92; California, 82; Oregon, 95. The Southern states producing wheat: Maryland, 98; Virginia, 95; North Carolina, 80; Georgia, 65; Texas, 67; Tennessee, 82. The condition of mowing land averages 92.9, and that of pastures 93, indicating a good prospect for medium productiveness.

The reported progress of spring plowing and planting indicates an average state of forwardness of farm work. It is evident that the depression in prices of corn and oats and their products has not affected the wages of agricultural labor.

### A NEW GRAIN DUMP.

It is neither convenient nor desirable to construct all wagons on the dumping cart principle, particularly farm wagons, but in certain seasons when the farmers bring dozens of loads of grain to the shipping point, where a long line of wagons may be in waiting, the tedious and laborious task of shoveling out the load cannot remain in favor, as the increasing demands for quick and easy methods must soon supersede the slow and clumsy. Grasping this fact, Messrs Wehrli & Sanchez of Monsey, Ill., have perfected an invention which will cause a great increase of rapid handling facilities in seasons of flush business. It is also very desirable under any circumstances to have easy means of discharging a load. This dump consists of an elevated platform with inclined driveways to get the desired elevation. This may be contiguous to the elevator rigging or to a railroad track, enabling the load to be dumped directly into the cars. The point of invention is a peculiar rotatable platform which in its normal level position is flush with the surrounding plane. The load is driven on, and the team is swung round a quarter turn, the turn-table rotating easily. As it makes the turn the tilt or dip of the platform is as shown, and the consequent inclination of the wagon which readily discharges its load. A peculiar and ingenious feature of the arrangement is that the tilting axis of the turn-table is always level, the axial points being sustained on a level circular track, while the line of de-

flection is governed by the travel of casters on the inclined circle track. The motion is positive, and not dependent on a nicely-balanced position on the table. As soon as the load is discharged the team is swung back a quarter turn, or it may be swung onward in the same direction, the turn-table operating in either way, resuming its normal level. This is a simple and practical invention, and will greatly aid in hastening and easing work.

### THE ELMWOOD ELEVATOR CASE.

On May 13 the Nebraska Supreme Court decided the Elmwood elevator case, granting the writ of mandamus and sustaining the action of the State Board of Transportation therein. Something like a year ago the Farmers' Alliance at Elmwood, Cass county, applied to the Missouri Pacific for permission to erect an elevator on the company's right of way at that station. This the company denied. The Alliance applied to the State Board of Transportation for relief. The Board heard the case, and after deciding among other things that an elevator would be an appliance necessary for the shipment of grain, and that the granting of the right to erect elevators to other parties and a refusal to grant the request of these complainants were an injustice and unreasonable discrimination, ordered the company to grant the complainants a site for an elevator. This order the company refused to obey, and Attorney-General Leese applied to the Supreme Court for a writ of mandamus to compel the company to obey the orders of the Board. This decision is regarded as an important one, as it settles the question of the power and jurisdiction of the Board of Transportation over this class of cases. It also settles the rights of the people to erect elevators at the company's station and be accorded equal shipping facilities with all others. This was a test case on which the fate of fully a dozen other cases in various parts of the state depended.

### COST OF GRAIN PRODUCTION IN KANSAS.

Martin Mohler, secretary of the Kansas State Board of Agriculture, has issued the quarterly report of the board.

In dealing with the cost of production the report divides the state into three sections, the eastern, the central and the western. The reason assigned for this is that the cost of production varies necessarily, going westward from the east line of the state. The eastern belt comprises the counties of Doniphan, Brown, Nemaha and Marshall on the north, and all the counties between the east line of the state and a line from the west of Marshall county to the south line of the state. The central belt comprises the counties of Washington, Republic, Jewell, and Smith on the north, and all the counties embraced in belt of equal width to the south line of the state. The western belt comprises all the counties of the state west of the central belt.

The cost of producing a bushel of wheat in the eastern section is estimated at 57 cents, in the central belt at 50 cents, and in the western belt at 42 cents. The cost of growing a bushel of corn in the eastern belt is estimated at 24 cents, in the central belt at 20 cents, and in the western at 19 cents. The estimated cost of growing a steer to the age of three years in the eastern belt is \$26, in the central belt \$21.54, and in the western at \$15.79.

The difference in the rental of land in the three sections is assigned as the chief reason for the difference in the cost of production. Land rental varies from \$4 an acre in the eastern belt to \$1.50 an acre in the central.

### IMPORTERS OF AMERICAN WHEAT.

Of the 4,842,732 bushels of wheat exported from the United States during March, Great Britain and Ireland took 3,260,387 bushels. During March, 1889, only 3,840,961 bushels were exported, and they took 2,035,199 bushels.

During March, France imported 731,281 bushels, against 180,502 bushels the preceding March, and other European countries imported 832,162 bushels, against 442,486 bushels for March, 1889.

British North America imported 4,704 bushels, against 3,274 for the preceding March; Central American States and British Honduras, 5,781 bushels, against 11,837 bushels, and other countries imported only 8,417 bushels, against 167,663 bushels for March, 1889.

### WHEAT AND CORN AT CHICAGO.

During April 1,150 cars of wheat and 10,508 cars of corn were received at Chicago, against 808 cars of wheat and 8,400 cars of corn for the same month of 1889.

The receipts of winter wheat during April amounted to 528 cars, against 450 cars in April, 1889. Of the receipts for April, 1890, 44 cars graded No. 2, 346 cars No. 3, 128 cars No. 4, and the rest no grade, against 162 cars of No. 2, 219 cars of No. 3, 66 No. 4, and 3 no grade.

The receipts of spring wheat for April amounted to 622 cars, against 406 for April, 1889. Of this 259 cars graded No. 2, 241 cars No. 3, and 114 No. 4, against 143 cars No. 2, 139 of No. 3, and 109 cars of No. 4 for the same month of 1889.

### OCEAN BILLS OF LADING.

The exporters of the United States, says the *American Export Journal*, have not entirely rid themselves of the difficulties which surround the multiplicity of forms of ocean bills of lading and charter parties. Differences still arise, and it is beginning to be a serious question whether it is worth while to endeavor to renew the attempts at uniformity. Interchange of views has, of course, done some good, and many clauses heretofore cloudy and ambiguous have been so modified as to lead to the belief that little dispute will arise upon them. Still there is much to be done, and the Society for the Codification of the Laws of Nations, which heretofore has done some very effective service in this matter, should not relax its efforts to secure, as far as possible, a better understanding concerning these international bills of lading.

### WHEAT AND THE SILVER BILL.

Henry Clews thus discusses the probable effect of the passage of the silver bill on wheat values: "If the silver bill be passed and exports consequently stopped, the tendency will be to transfer control of the silver market to New York. This will certainly be favorable to American interests, for the aim of England is invariably to depress silver in order to cheapen the cost of making the rupee, which, whether composed of silver bought at 40d. or 60d., buys in India the same amount of wheat and other products. Consequently the dearer the rupee the less grain India is liable to export and the better the foreign demand for American wheat, which has suffered so much from competition with India. In this connection it is interesting to note how widely silver is used in coinage. China, with a population of over 400,000,000, and India, with a population of nearly 300,000,000, use silver as their principal basis of coinage. Of the great powers only Great Britain and Germany cling to the single standard, while the remainder, including the United States, use both silver and gold."

### ENGLISH MARKET QUOTATIONS.

It has often been hinted, says the *Chicago Tribune*, that the official quotations of the English grain markets are seldom true exponents of real conditions. Occasionally they are found to be positively misleading, and there is reason to believe they are always so whenever any important price changes occur there. The reporters there have sent stereotyped figures nearly all through the excitement of the last few days, which have carried prices up fully 10 cents in this city. The nominal difference became so great that two or three men in this part of the world cabled orders to buy wheat in Liverpool, and allowed a reasonable leeway over the official figures. The only replies they received were to the effect that no wheat is on sale. Some private cables have intimated that actual prices in that town are equal to about three cents per bushel above the figures named by Beerbohm, and probably they are correct. The only wonder is that the miscalled information sent to this continent by that gentleman should have been so long thought worth the cost of sending by cable. It is not yet forgotten that a few years ago he wrote a letter to an American official which read substantially as follows: "I think it my duty to inform you that for some weeks past the price of white wheats has been steadily hardening in this market. I have not hitherto taken any notice of the advance, as I believed it would be only temporary. But as it now seems to be established I revise my quotations and advise you accordingly." What would be thought of such a method of reporting in the United States?



## Points and Figures.

Many farmers in the North Central part of Iowa sowed their oats by moonlight.

A Chicago dealer states that forty years ago he purchased 100,000 bushels of wheat at 36 cents, and sold it in Buffalo at 42 cents.

The Missouri Pacific is said to be handling corn through Atchison by the trainload, every available car having been pressed into service.

The fact that corn is bringing 23 cents a bushel in Kansas is not much comfort to the poor fellows who sold theirs for 12 and 14 cents.

Wheat is wheat these days. This impression is for the benefit of the men who have been selling it short under the impression that it was wind.

On May 1 the railroads leading Eastward and Southward from Kansas City commenced again to grant the privileges which have heretofore been granted at the Kansas City office of the Western Traffic Association.

Momence, Ill., is to have a hay palace. The Inter-State Hay Palace Association has recently been organized at that place with a capital stock of \$7,500. The incorporators are C. S. Nichols, W. P. Watson and others.

It is said that Uncle Jerry Rusk will soon propose a plan for getting rid of English sparrows. We violate no confidence in giving an advance copy to the public. His scheme is, find their nests and suck their eggs.—*San Francisco Alta.*

During March we exported broom corn valued at \$5,829, against \$11,871 for March, 1890, and during the nine months ending March 31, we exported broom corn valued at \$83,317, against \$115,060 for the same period of the preceding crop year.

Kansas City is becoming quite a wheat market; from June 30, 1889, to May 3, 1890, the receipts amounted to 5,894,000 bushels, against 1,879,000 bushels for the same period of 1888-'89, and 1,359,000 bushels for the same period of 1887-'88.

Among the best of our Canadian exchanges is *The Commercial of Winnipeg*, Man., a bright weekly publication devoted to the interests of Western Canada. It is published every Monday by James E. Steen. The subscription price is \$2 per annum.

THE AMERICAN ELEVATOR AND GRAIN TRADE is the name of a paper established at Chicago. The journal, as its name implies, is devoted to the elevator and grain interests. It is a large monthly paper, handsomely printed, and published at the rate of \$1 per year. Grain and elevator men wishing to procure the paper should address Mitchell Bros. Company, publishers, Howland Block, 184 and 186 Dearborn street, Chicago.—*Winnipeg Commercial.*

The excess of the silver exports over the imports for the twelve months ending March 31, was \$21,391,580, against \$14,675,658 for the twelve months ending March 31, 1889. When this excess is consumed at home or some other action is taken to increase the consumption of silver, so that the English silver market will not be depressed, our farmers will not have to compete with Russian and Indian wheat under the same disadvantageous conditions as at present.

### IMPORTS OF BREADSTUFFS.

During the month of March the United States imported breadstuffs valued at \$524,520, against breadstuffs valued at \$822,295 for March, 1889, and during the nine months ending with March breadstuffs valued at \$4,967,220 were imported, against \$7,111,032 for the nine months ending March 31, 1889.

During March 1,184,379 bushels of barley, 128 bushels of corn, 2,277 bushels of oats, and 109 bushels of wheat were imported, against 1,397,995 bushels of barley, 529 bushels of corn, 2,120 bushels of oats, and 171 bushels of wheat for March, 1889.

The quantity of each kind of grain imported during the nine months ending March 31, with the exception of rye, was less than was imported during the nine months ending March 31, 1889. Of rye, 89,013 bushels were imported, against 12 bushels for the same period of the preceding crop year. The imports of oatmeal and wheat flour were larger than for the same period of the preceding crop year.

### EXPORTS OF CALIFORNIA RYE.

The British ship *Niobe*, says the *San Francisco Bulletin*, left last week for Antwerp with a mixed cargo of rye and wheat. She has 1,036 tons of the former and 655 tons of the latter. This is the second vessel this season with rye for Belgium. The other vessel was the *Peterborough*, Jan. 5, with 2,763 tons. Both were loaded and cleared by William Dresbach. Rye is not an important crop in this state, and it is quite rare that there is any export demand for it. The total receipts of California rye at San Francisco in the year ending June 30, 1889, were 30,388 sacks, against 19,188 sacks for the previous cereal year. The receipts since July 1, 1889, have been 133,928 sacks, against 22,830. Of the receipts this year to date, we have exported to Belgium by the two vessels named about 92,000 centals.

### THE MACHINE WAS NOT TO BLAME.

The foreman of an elevator complained to the manufacturer of a whea separator that his machine did not run steady, and all the bracing up he could do would not make it firm on the floor. The manufacturer's agent called and examined the machine in operation. Hardly had it gotten under headway when the agent made a bee line for a big pulley on a cross shaft which furnished power to the machine, and listening for a minute, said to the foreman: "Here is the cause of the difficulty. Take that pulley down and have a true one put on, and there will be no more jerking." How long it would have taken the foreman to discover the cause of the jerking, we will not attempt to surmise.—*Modern Miller.*

### BROOM CORN CULTURE IN ILLINOIS.

A correspondent of *Country Gentleman* writing from Douglas county, Ill., in regard to the culture of broom corn, says it has become the principal crop in that county, and thousands of tons are grown annually and shipped to all parts of the world. One shipment of ten carloads was sent to Australia last fall. Arcola is the point from which most of the crop is bought and shipped, but Tuscola, the county seat, also handles considerable. In the cutting season, August, September and October, the extra demand for labor causes the presence of 800 or 1,000 laborers, largely of the tramp element, attracted by good wages (\$1 per diem and board) and easy work. They are not particularly desirable in the community, but help must be had, and nothing better can be gotten at the time.

Indian corn is usually first planted, and after that the broom corn, as it is a quick crop and will make in 90 days. It is drilled in with a corn-planter, so that the plants will average 8 or 9 inches apart in the row. A bushel of seed costs from \$3 to \$5, and will plant 15 acres. Like all the sorghums, broom corn withstands drouth admirably, and will yield well in the hottest and driest kind of a summer.

The soil here is the regular prairie loam, underlain by a clay subsoil, which, however, must be well tile drained or the crop will suffer in wet seasons. Rain at the time brush is heading out makes it crooked, and this is of little value. A yield of 800 pounds to the acre is not unusual, but it is more than the average, which is apt to be much less. It is extremely variable in price; first-class brush has some years sold for \$225 per ton, while again it has brought only \$60, at which figure there is no money in it. The amount of hand-labor required makes it expensive to raise. The cultivation must be thorough; hand-hoeing must be resorted to if once the weeds get a start. When the brush is ready, two rows are broken across each other with tops projecting, making a table 2 or 3 feet high. On this the brush is laid in bunches, after having been cut with sharp knives by hand. This is hauled in before night, so that it can be threshed the next morning, while the dew is on the field, making it too wet to work in with comfort. It is cleaned by being held on a rapidly revolving cylinder armed with rows of teeth and driven by horse power. No machinery that handles this crop satisfactorily has yet been designed. When cleaned, it is laid on 1 by 2-inch pine slats, in sheds constructed for the purpose by making the walls of 1 by 4-inch stuff, nailed horizontally 2 inches apart. When the crop is out, these are used for corn-cribs and other pur-

poses. When dry, it is baled in a cotton press, bound with wire, and is then ready for market; about six bales make a ton. Some men here raise 80 or 100 acres, or even more, every year, but owing to the expense attendant on the crop, a man must have sufficient capital to meet all demands, or his profits are greatly curtailed. It is apt to take fire, and requires to be insured against this, but barring such accidents, there is no difficulty in keeping it any length of time if thoroughly cured.

### ENGLISH VESSELS CARRY OUR EXPORT GRAIN.

How insignificant a part the United States plays in the ocean carrying trade of the world is strikingly shown in the annual compilation of grain trade statistics made by William E. Ferguson of the American Grain Sailing Company. The figures are accepted as official on the Produce Exchange. Out of 1,996 vessels which carried grain and breadstuffs from this port during 1889 to meet the consumptive demand of Europe only fourteen vessel loads sailed under the American flag. As a matter of fact there were only four American ships, but they made several trips and carried fourteen loads. The United States, with four steamers, making fourteen trips, carried only 571,169 bushels of grain during 1889, while Great Britain, with 616 ships, monopolized 24,954,719 bushels, which is not far from fifty times greater. Even little Denmark, which is about the size of a single county in one of our states, outdid us, for she had twenty-one vessel loads, carrying 598,265 bushels. The sailing ship is fast disappearing from the grain carrying trade. Only thirty-one cargoes went out under sail in the last year, of which ten were Austrians and seven Portuguese. The total shipments of grain from New York last year, by sail and steamer were 37,906,269 bushels. The decline of New York as a grain shipping port has been remarkably large during the last decade. In 1880, 113,343,163 bushels of grain were shipped from that port, against 37,966,299 bushels in 1889.

### BUFFALO AND THE BARLEY DUTY.

On May 12, at Buffalo, a meeting was held on 'Change to consider the proposed increase of duty on barley from 10 to 30 cents per bushel, and was called to order by President Doyle. A large number of the most prominent masters of Buffalo were present. Mr. John B. Manning took the floor and explained why the duty should not be increased, and also gave a history of recent legislation on barley. The following resolution was then offered and adopted:

WHEREAS, The duty on barley at present is 10 cents per bushel, which in the judgment of this Board is sufficient to protect the farmers of this country against foreign competition; and whereas malt liquors are fast superseding alcoholic liquors in this country as beverages, our government should extend every facility to our brewers for obtaining the choicest and best grades of barley, and thereby encourage them to make, not only a good, but a pure, unadulterated article of beer; and whereas the tariff bill now pending in the House of Representatives for an increase in the duty on barley provides for an increase to 30 cents per bushel, which rate, if adopted, would prevent the importation of Canada barley, except for seeding purposes, thereby entailing a loss of revenue to our government and a serious injury to the malting and brewing interests, two of our biggest industries, therefore be it

Resolved, That we respectfully request Congress to allow the present rate of duty on barley to remain unchanged;

Resolved, That the president of the Board appoint a delegation of eleven to visit Washington and urge the Representatives in Congress from this state, and especially the members from this district, to exert themselves, and use all honorable means in their power to prevent a change in the duty on barley;

Resolved, That the secretary of this Board be instructed to send a copy of this preamble and these resolutions to each senator and representative from this state.

The failure of the bucket shops is a blessing in disguise to many of the small-fry grain-gamblers.

The total receipts of wheat from June 30, 1889, to May 3, 1890, at Chicago, Milwaukee, Minneapolis and Duluth was 81,060,000 bushels. Of this Chicago received 17,902,000 bushels; Milwaukee, 6,254,000 bushels; Minneapolis, 40,547,000 bushels, and Duluth, 16,355,000 bushels. The total receipts at these points for the same period of 1888-'89 was 58,544,000 bushels, and for the same period of 1887-'88 it was 78,047,000 bushels.



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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MAY 15, 1890.

## THROUGH SHIPMENTS.

We give elsewhere in this issue a communication in regard to through billing, which appeared recently in an Iowa paper. It is stated therein that Chicago is the national half-way house where tolls are taken on goods going both ways. This is true of all grain or other commodities sent to that city for distribution among consumers, but it is not true of through shipments.

Every time grain is shipped to a grain center and sold, tolls must be paid in the shape of inspection and sampling fees, switching charges, commissions, and if it goes through an elevator, storage must be paid, and another toll in the shape of dockage for future shrinkage is made. Much grain is lost in transferring the grain from the cars to elevator, or rather it is left in the cars. So the more grain centers the grain passes through on its way from the producer to the consumer, the more tolls must be paid. These tolls are eventually paid by the producer and the consumer.

Most of our grain passes only one toll station on its way to the seaboard, and some of it goes direct. The through shipment has the advantage over the other in that it has not paid toll at one, two or three stations along the way, and has been shipped on a through rate. If the Inter-State Commerce Law were enforced the country shipper could, in winter, send his grain to the Atlantic seaboard and sell it for less than that which had paid tolls on the way, and still make a profit greater by the amount of the tolls, than that made on the other grain.

The Western shipper can have his grain billed through if he so desires. Should the railroad company refuse to bill through he can appeal to the Inter-State Commerce Commission and have the company brought to time. If the Western shipper's grain will net him more when he ships it direct to the seaboard, and we see no reason why much of it should not, he should by all means ship it through.

All of our grain is not consumed in the Atlantic seaboard towns and abroad, so if all of the grain is shipped to the seaboard much of it must be shipped back. Taking this fact into consideration, all will acknowledge that it is better for the trade at large, the consumer and the producer, to have a large grain center near the point of

production, the nearer the better, for accumulating and classifying for distribution among the consumers according to their wants. This is the office filled by Chicago, St. Louis and other centers of accumulation. They are necessary to the trade, and it would be impossible to get along without them.

If country shippers at Western points of production knew exactly what kind and how much grain the Eastern and foreign markets wanted they might make through shipments with success, but if many take to making large through shipments without the advice of agents in those markets they will surely fail.

## DEMURRAGE.

The demurrage question has been given considerable attention of late, and car service associations have been formed at a number of points in hope of securing better service from the railroad companies, and of preventing, as much as possible, the detention of cars by shippers and receivers. At a number of places only forty-eight hours are allowed to load or unload a car. After that demurrage is charged, it matters not how many cars are to be loaded or unloaded. If a receiver has a consignment of twenty cars, he is clearly entitled to more time to unload than the man who only has one car to unload. If he is not given this then there is a discrimination in favor of the small receiver or shipper, as the case may be.

If a shipper has only four or five cars to load forty-eight hours is enough, but if he has ten to twenty cars he may not be able to load them within the stipulated time, and so should be allowed more time on some of the cars at least. Dealers frequently receive a number of cars of grain on the same day, most of which they should have received several days before, but were delayed by the negligence of the railroad companies. The railroad might delay cars purposely, and then deliver so many to the receiver that it would be impossible for him to unload them within the required time, and he would unjustly have to pay demurrage on part of the day's receipts, when the railroad company was the cause of the cars being delayed.

Then there is another side of the question that is seldom taken into consideration. If shippers and receivers must pay for detaining the cars, why should not the railroad companies pay for detaining the goods along the road, as they frequently do, sometimes for weeks? The railroad companies would not delay the loaded cars any great time if they had to pay for the delay. The charge for delay is as just in one case as in the other, and if either side pays it, both should.

## GOVERNMENT INSPECTION OF GRAIN.

Governor Thayer of Nebraska has begun a crusade against the grading of corn at Chicago and other grain centers. In a letter to Senator Paddock he urged that a government inspector be appointed to look after the grading. He claims that Nebraska corn is the best in the world, and is generally graded No. 3 and No. 4, instead of No. 2.

There is no doubt that a crusade should be waged against the track inspection at Chicago, as well as at other grain centers, but we doubt if it would better matters any to have a government inspector to look after the grading of corn or any other grain. If inspectors were appointed by the United States Government, they would be farther away from the people and we would not have as good inspection as at present, but would have more politicians and more incompetent and unreliable inspectors. State inspection may not be perfect, but it is far better than government inspection would be.

The graders might be improved at all points, and surely they could at some grain centers, but as a rule they are satisfactory to all concerned. It is a mere classification of different qualities of grain for the sake of convenience in handling, and if the present No. 3 corn was called No. 2,

and No. 2 was called No. 1, they would not command any better prices than at present. The grain marketed at the different centers varies greatly, and the dealers doing business there, either receiving at or shipping to that point, are the ones most competent to decide what the grades should be, and they will not permit a government inspector to tell them what it shall be, if they can help it.

Much corn that should be graded No. 2 is undoubtedly graded No. 3, and then, too, much corn that should be graded No. 3 is graded No. 2. No man, whether he be politician or not, can always grade correctly, nor will he always give grain the same grade as others would. Human judgment is likely to err, and is just as likely to err in favor of the country shipper as against him.

Governor Thayer may succeed in increasing the discontent which has been stirred up in that class of credulous farmers who believe everything the political agitators tell them, and he may win personal support, but he will not secure government inspection of grain.

## THE BUTTERWORTH BILL

That the Butterworth Bill should be killed in the House will be denied by no one who is familiar with the way the grain business of this country is carried on, for they should be able to discern how the bill if enforced will increase instead of decrease the speculative element in the handling of the farmers' products.

For the purpose of the act the bill defines what the words "options" and "futures" shall be understood to mean. Trading in "options" as therein described is the same as trading in "puts and calls." This is prohibited by some, if not all of the commercial exchanges, and even now several members of the Chicago Board of Trade are paying the penalty of suspension for having disobeyed the rule. This clause of the bill meets with no opposition, but the clause about "futures" is the one that is menacing the present system of handling the farm products, and especially grain.

The bill provides that for the purposes of this act the word "futures" shall be understood to mean any contract or agreement whereby a party agrees to buy, or agrees to sell and deliver, at a future time to another, any of the articles mentioned in section three of this act, when at the time of making such contract or agreement the party so agreeing to make such delivery is not at the time of making the same the owner of the article so contracted and agreed to be delivered: Provided, however, that this act shall not apply to any contracts or agreements for the future delivery of any of the said articles made with the United States, or any state, county or municipality, or with the duly authorized officers or agents thereof, nor to the contracts or agreements made by farmers for the sale and delivery of the articles aforesaid which are in actual course of production by such farmers at the time of making such contracts or agreement. The articles referred to are all kinds of grain, farm products, pork and hog products.

It is noticeable that the bill discriminates and allows the officers or agents of the government to do what others are forbidden to do without paying a tax so heavy as to be prohibitive. The producer also is given the right to sell that which he has not, and which he may not be able to get, but the dealers and others must pay a tax to sell before they possess the actual stuff. If the farmer's crop proves a failure and grain goes up, he will have to pay the difference. If the price goes down, he can buy and fill his contract.

It is right for the country dealer to buy from the farmer for future delivery grain which does not exist, but he must not sell it again, for that would be illegitimate speculation, gambling, and an act befitting a habitant of the gambling halls of Baden Baden or Monte Carlo. Politicians and demagogues are never consistent, because they are seldom guided by a sense of justice. Personal advancement, gold and votes are their constant guide.

The grain dealer after buying from the farmer might hedge against his purchase in a Canadian



market, and then ship the grain there to fill his contract. The tariff and the expense of sending it to that market for distribution among the consumers of the world might make it more expensive to the consumer and less profitable to the producer, but of course they would not mind that, for the demagogues have convinced them that the speculators who handle the grain at present depress the market for the farmer and advance it to the consumer. Selling for future delivery eliminates the element of chance which enters into all lines of legitimate business, and it gives a greater stability than can be secured in any other way. Why the demagogues do not try to prohibit the future selling of everything is not clear. The manufacturer of clothes, who sells before he makes or even before he buys the raw material, can determine exactly how much he will need, and will not run the chance of having a stock of antedated, depreciated goods left on his hands. A business so operated can never fail, because the chance taken is reduced to a minimum. The miller or the grain dealer who sells against his wheat guards against loss by future depreciation. The miller who sells flour ahead, and the grain dealer who has contracted to take a farmer's crop at a certain price can guard against loss by buying and selling for future delivery.

It is claimed that the bill will drive out that class of speculators who make trades, but seldom receive or deliver the actual stuff. They are the ones that take most of the chances of bearing the losses caused the miller, the country buyer and the exporter, by the fluctuations in the market. If these three classes of merchants could not guard against loss the farmer could not get near as much for his grain.

With only the supply of grain available for consumption for sale, it would be much easier for the large speculators to "bull" or "bear" the market, than at present, with the unlimited amount for sale.

### ADVANCE IN SILVER.

Many bills supposed, or rather claimed to be, in the interests of the agricultural class, have been introduced during the present session of Congress, but none have been introduced which, if passed, will be as influential in advancing the price of American products which have to compete with like products from India and Russia as the silver bill. The determination of the majority party in Congress to pass a bill which will increase the home consumption of silver, has already advanced the price above the London market, and the purchases of silver in London for remittance to India have fallen off considerably.

This means a decrease in India's exports of wheat, cotton, and other farm products. The advantage which Russian exports have, on account of that country's single standard currency, will also be wiped out, and American exports will be placed upon an equal footing with those of countries having silver money only. This will compel foreign buyers of India and Russia goods to pay much more than they have been doing, and a much better price will thus be secured for the same kind of goods exported from America.

### CHICAGO INSPECTION (?) OF CORN.

It is startling, but nevertheless it is true, that one Chicago firm, which receives considerable corn on consignment, succeeded recently in having fifty cars of corn that had been graded No. 3 changed to No. 2. This great and good work represents what the firm of Pope & Lewis succeeded in having done for the country shipper in the short period of forty-eight hours. The supervising inspector changed twenty-seven cars, and the committee of appeals changed twenty-three more from No. 3 to No. 2.

It is truly deplorable that Chicago should have such an incompetent set of track inspectors that it is possible for them to give fifty cars of corn a lower grade than it should have, and all within forty-eight hours. In each case their error was against the shipper. It is not reported that they graded any too high. Such a great error in the

consignments sent to one firm in two days, and all one way, makes it look very much as though some influence other than incompetency was the cause.

We have not seen any report made as to the track inspectors' grading of the corn consigned to other firms, but surely it would have been reported had it been as poor. Such careless and unjust grading is of no use to anybody, for it is utterly unreliable and no one will depend upon it. It is worse than useless, for it is very costly to the country shipper, who stands a heavy loss in addition to the charge for inspection. He pays for what is supposed to be honest, just and reliable inspection, and he pays a good price for it, too. If the state cannot or will not give the just inspection it promises, it had better go out of the inspection business, and that immediately, for every day a poor inspection department is continued it works a great loss to country shippers and to Chicago's grain trade.

### FARMERS' PAWN SHOPS.

Congress is flooded with bills of all kinds in the interest of the farmers. They acknowledge that they are utterly incapable of taking care of themselves, and want Papa Government to help them. One of the last up for discussion was the Pickler Bill, providing for the establishment of a system of sub-treasuries for the reception of grain and other farm products. In other words, the government is asked to go into the storage business for the benefit of the farmers and advance them money on goods deposited there. They are not satisfied to sell their products as soon as harvested, but wish to become speculators and hold their wheat.

Why the government should store and advance money upon farm products and not upon iron, coal, dry goods and finished products as well is not made clear. Men in these lines of business are probably conceited enough to think that they can run their business without direct aid from the government.

Another bill provides that the Department of Agriculture shall establish and operate a public farm in each county in the United States. Socialists, who as a rule are unable to run anything but their mouth, are anxious to have the government run everything. That the government will go into the warehouse business is not at all probable. If it does the farmer will be no better off than at present; in fact, he would be in a sorry plight without the public and private elevators.

### THE TESTER.

One of the farmers' grievances is that the millers of some localities insist upon testing wheat in order to determine its real milling value. In parts of Michigan, Ohio and Ontario they are opposing the tester with all their might, and they have held several meetings in the Dominion to consider the question of selling wheat by tester. At one of these meetings the tester suddenly found a number of friends among the farmers, and the farmers of one township took the lead in strongly opposing any action against the tester. They claimed they raised a good class of wheat and got more per bushel by the tester than they did before it was put into use.

In buying wheat it is necessary, the same as in buying anything else, to take something more than quantity into consideration. Quality is the most important factor of all, and the quality of wheat can be better determined by a tester than in any other way. Before the tester came into use the farmer who marketed chaff and dirt with his grain received more than it was worth, while the one who marketed clean grain seldom received its full value. It has been charged by some that the millers scoop out a little in testing the wheat, and as the tester is so small this makes considerable difference in a bushel. There may be millers who will do this before the farmers' eyes, but we doubt it. At any rate, this is no argument against the tester. If farmers want pay for clean wheat, make them clean it. Honest millers, grain dealers and farmers should not be asked to suffer on

account of dishonest farmers. Those who so fiercely oppose the tester cannot be suspected of being honest, unless they turn over a new leaf and try to secure the adoption of methods that will prevent dishonest practices.

### THE BOARD AND THE BUCKET SHOPS.

Since the Chicago Board of Trade stopped sending out continuous quotations the bucket shops have had a difficult time to keep their heads above water, and a number have gone out of the business because they could not get reliable quotations soon enough after the price had been made to protect them against loss to dealers who received the quotations sooner than they could.

The bucket-shop keepers generally sell, as was shown by their heavy losses during the recent bulge in wheat and pork. The advance in prices broke a number of them, including seven or eight of the largest in the country. Much of their losses was undoubtedly due to their inability to secure reliable and continuous quotations soon after prices were made. This is truly encouraging, for it is to be hoped that they may be exterminated. They exercise a disturbing influence on the trade and are not necessary to the trade.

That the last move of the Board will eventually cause all the bucket shops to close up, is doubted by few. Surely if other exchanges will join the Chicago Board of Trade in its fight against the bucket shops, they would soon be no more. The increased trading on the exchanges which would follow would be in itself enough to justify such action.

### BUSINESS LAW.

With this issue we make a change and an improvement in one of our departments, "Law and Litigants." Hereafter that department will be conducted by one having experience in that special line. It is not our purpose to try and make lawyers of our readers, but to give a brief digest of the late decisions bearing upon the business, that they may know what the courts are deciding on points relating to the business. All decisions of importance that have any bearing upon the business of the elevator man or the grain dealer will be published soon after they are made public. No man can successfully do business at this advanced day without some acquaintance with the law, and as it is the province of a trade journal to give its readers all the information possible in regard to the business in the interest of which it is published, we have decided to make this a prominent feature of this journal.

The Grain Shippers' Association of Northwestern Iowa has approved the action of the Chicago Board of Trade in discontinuing the issuance of continuous quotations, and declares that such news is not necessary to the commerce of the country. Since the Board took this step prices have been much better, and country buyers have been able to pay farmers much more satisfactory prices. But, of course, other influences have helped to advance the market. As a bucket shop exterminator, the last move of the Board is a howling success.

FARMERS are refusing to give assessors agricultural statistics, on the ground that the information is used to their disadvantage. Of course they never derive any benefit from the agricultural statistics. If statistics are not gathered and made public by government supervision, large speculators will have their own way, even more so than at present, for they can get by private advice crop news from everywhere and in advance of farmers and country buyers. By private information they might learn that wheat was worth much more than it was selling for and immediately buy large quantities from farmers who were not posted by public statistics at a price far below its actual worth. The greater the publicity of reliable grain statistics, the greater will be the benefit to the producer and the consumer.



## Editorial Mention.

OUR foreign exchanges are making no end of sport of the Butterworth Bill. Even at a distance they have no trouble in sizing up the true inwardness of the bill.

It would seem from present indications that Montreal is to be a thorn in the flesh of our seaboard cities this year. Unless all appearances are deceptive, she is prepared to do a tremendous business this year in grain.

How many farmers would be contented to live as they did in the "good old times" which they talk so much about? Farming is not an ideal occupation just now; but the farmer lives a good deal better now than he did twenty years ago.

WE have received a copy of the Cincinnati *Price Current's* annual statistical report for the year ending March 31, 1890. It contains much valuable information in regard to the grain and provision trade, and the amount produced and exported for a number of years.

THOSE who want a burr mill for any purpose will note the card of Messrs. Waldron & Sprout of Muncy, Pa., which appears on another page in this issue. If you will write them what you want, they will send samples of ground material and give full particulars of their mills.

ATTENTION is directed to the advertisement on another page of A. W. Gray's Sons of Middletown Springs, Vt. The advertisers are well known as the manufacturers of horse power machines for a great variety of purposes, and will be pleased to send their 50-page pamphlet and correspond with all interested parties.

It was erroneously stated last month that the grades for clipped oats recently established in the Philadelphia market were not deliverable on contracts. The Grain Committee of the Commercial Exchange decided by resolution at the time the new grades were established that clipped oats should be deliverable upon all contracts for white oats of the same grade.

OCEAN freight rates on grain have at last got down to something like a reasonable figure. At last report the rate from New York to Liverpool by steam, for prompt delivery, was  $1\frac{3}{4}$  @ 2d.; Glasgow,  $2\frac{1}{4}$  @ 3d.; London,  $2\frac{1}{2}$  @ 3d., and Bristol, 3d. At this rate grain will net our exporters more than it has for some time, and the producers will be able to get a much better price.

CANADA, with a population of less than five millions, has expended \$52,000,000 for canals, while we have expended only about \$12,000,000. Our Canadian friends are wiser in their day and generation than we are. This reminds us, by the way, that Hon. Jerry H. Murphy of Davenport says that the Hennepin Canal is going through this time. If it does not, the friends of the project ought to see to it that the creeks and bayous get less than usual in the River and Harbor Bill.

THE Farmers' Alliance is rapidly becoming a political trust which those who pull the strings are using to bulldoze the political party that happens to be in power in the locality. Whatever they demand should be conceded only when it is right to do so. When they demand that the government shall go into the pawnshop business and take their crops in pawn, neither party will gain in the long run by championing any such wild-eyed visionary scheme. Farmers have the same rights as all other citizens—the right to unite for co-operation, even if they abuse it occasionally

by the exercise of the boycott—but the government does not owe the farmer a living any more than it does the doctor, carpenter or sailor. If put in practice the warehouse scheme would in a couple of years increase the production of grain to such an extent that prices would drop to nothing.

THE Berger Manufacturing Company of Canton, Ohio, have sent us a copy of their illustrated catalogue and price list for this year. It contains ample description of their steel roofing, corrugated iron siding, ceiling, shutters, and a score of other appliances used in building. Interested parties can secure a copy of this catalogue by writing the Berger Manufacturing Company for it.

WHETHER or not the Illinois Grain Merchants' Association intends to make another effort to have the grades of wheat at Chicago changed the beginning of the crop year, has not been made public. Surely the grain merchants cannot expect the Board of Railroad and Warehouse Commissioners to take action at that date, which was set as the earliest date for a change, unless they again call the Board's attention to the matter.

THE elevators at grain centers are still deducting from the receipts to allow for future shrinkage. It seems that they have been stealing so many years that they have come to think it is all right. Because it is the custom to take another man's grain, does not make it right, and we see no reason why he could not recover at law. The different grain dealers' associations should make an example of a few of these terminal thieves; it might be influential in securing a reform.

WHAT has become of the proposition of the Western railroad companies to build cribs and store the corn of farmers free of charge until it should command a good price? Was it promised in hope of quieting the agitation about freight rates, or were the companies in earnest? If they are really desirous of aiding the grain trade, or even willing to do what is right, they should give free storage of grain for the first few days after it arrives at grain centers.

A NEBRASKA official wants the elevators of the state regulated and opened for the general use of the public, as he claims they are in Illinois, Missouri and Minnesota. No state can compel a man to open his house for the general use of the public, but if he chooses to operate his house as a public warehouse the state may then provide laws for regulating its operation. Whether an elevator shall be operated as a private or public warehouse depends entirely upon the desire of the proprietor.

COMPARATIVELY few persons have ever suspected that a patent granted by the United States patent office did not secure all the inventor's rights to the patentee; yet it seems that such is the case. A judge well posted on patent laws has charged the present system of granting patents with being directly responsible for the issuance of many fraudulent patents, and the House Committee on Patents has been instructed to inquire into the alleged abuses in the system of granting patents. Patentees support the patent office, and by all means should be given the promised protection they pay for.

THE Farmers' Alliance of Buchanan county, Mo., has a scheme to advance the price of wheat. A large elevator will be built, in which will be stored the wheat of the members of the Alliance until it can be sold at \$1 a bushel. To make it possible for poor farmers to store their wheat a bank will be established at St. Joseph with a capital of \$50,000, to loan money on the wheat at a low rate of interest. This may prove a very good scheme for the farmer who does the borrowing, but the farmers of no county produce enough wheat to make it possible for them to control the market. The scheme makes speculators out of

the farmers, and the rise for which they are holding their wheat may never come. But we see no use of their going to the expense of building an elevator and starting a bank. They can just as well store the grain at home and put a mortgage on it and thereby accomplish the same thing at a less cost. Some smooth-tongued demagogue has worked this scheme upon the farmers with the expectation of making a goodly profit out of it, and he will undoubtedly succeed.

THE Englishmen have finally gathered in the Chicago breweries and malt houses, or some of them. They paid a pretty penny for them, too, the purchase price being \$9,500,000. Last year these breweries sold 1,848,243 barrels of beer; and the prospectus of the consolidated company, the City of Chicago Brewing and Malting Company, Limited, calls Chicago "the most progressive of all American cities." Whether this alludes to our capture of the World's Fair, the growth in population or the increase in the consumption of beer, deponent saith not.

MESSRS. HUNTLEY, CRANSON & HAMMOND of Silver Creek, N. Y., have issued a handsome new catalogue of their well-known specialties, including the Monitor Separator, Diamond Corn Sheller, Diamond Dustless Corn Sheller and Separator, Monitor Oat Clipper, etc. Besides illustrations and descriptions of their machines, the book contains scores of approving letters from users, abundantly showing the popularity of the Monitor Works. Messrs. Huntley, Cranson & Hammond will send this handsome catalogue to all who will request it. They have a fine line of machinery, and they want everybody to know it.

DETROIT grain dealers have discovered a scheme of the farmers of that state to bull the wheat market. The April crop report of the government placed the condition of wheat in Michigan so low (67 per cent.) that the grain dealers made a tour of the state to see if it was true, and found that it was at least 20 per cent. too low. The Patrons of Industry and Farmers' Alliance had sent out circulars to the crop reporters instructing them to make the average as low as possible. Crop reporters who make false reports are of no use to the government, and the sooner they are discharged the better it will be for all parties concerned.

At last reports public warehousemen at nearly all the large grain centers were still permitted to deal in grain stored in their own houses, and of course they take the best method to cancel the certificates held by themselves. Others get what is left. Warehousemen dealing in grain are never tempted (?) to make false reports as to the stock on hand, in hope of influencing the market. Those who are not tempted invariably do right. Grain dealers who silently put up with this imposition deserve to suffer the consequences, for the wrong is such a great one and so one-sided that it would not take much opposition to overthrow the custom.

At last one of the roads of the Central Traffic Association has decided to reduce the rate on oats from Chicago to New York to 22 cents per 100 pounds. Not because the Inter-State Commerce Commission so ordered, but simply because some of their competitors are carrying oats between the two cities at less than the schedule rate of 25 cents per 100 pounds. Oats and corn had always been carried at the same rate until last fall, when the roads of this association reduced the rate on corn to 20 cents, and maintained that on oats at the old figure. Other roads carry these grains at the same figure, and if the Inter-State Commerce Law was enforced the roads of the Central Traffic Association would do so. The Inter-State Commerce Commission was not ignorant of this unjust discrimination. That body has been notified and petitioned at different times to put a stop to this gross injustice, but in vain. The Commission was provided to correct just such abuses as have and still do exist in the discrimination against



oats; yet the appeal of shippers has received no attention. Such railroad regulation is a mockery, a farce, and is exasperating to an extreme degree.

DURING April we exported breadstuffs valued at \$15,534,146, against \$9,537,886 for April, 1889. During the four months ending April 30 breadstuffs valued at \$57,510,173 was exported, against \$38,301,357 for the same months of 1889, and for the ten months ending April 30, \$126,160,523, against \$101,282,833 for same period of preceding crop year. During April we exported 4,538,130 bushels of wheat, 13,788,457 of corn, 1,563,127 of oats, 299,631 of rye, and 129,958 of barley, against 2,902,089 of wheat, 8,379,462 of corn, 30,287 of oats, 149,161 of rye, and 21,558 of barley. For the ten months ending April 30 we exported 46,452,327 bushels of wheat, 83,007,114 of corn, 8,021,393 of oats, 299,631 of rye, and 1,339,672 of barley, against 39,449,015 of wheat, 55,290,896 of corn, 521,150 of oats, 149,161 of rye, and 1,358,664 of barley for the same period of the preceding crop year.

SOME time ago E. R. Ullrich & Son of Springfield, Ill., filed a complaint with the Illinois Railroad and Warehouse Commission against the Jacksonville Southwestern Railway Company for shortage in wheat shipments. The commission decided that it did not have jurisdiction, and dismissed the case. The Illinois law provides that the railroads shall deliver the full amount received, and in default of such delivery shall pay to the person entitled thereto the full market value of any such grain not delivered. The law is very explicit on that point, and no shipper need suffer loss. If a few suits were brought against the railroad companies they would be more careful, and shippers would have less to complain of. The Illinois Grain Merchants' Association should, in the interest of the trade, take up this matter and convict a few of the companies.

NO ORGANIZATIONS in the United States have multiplied more rapidly in the past ten years than the sick-benefit, funeral-aid, death-benefit, and other kindred societies. As they are generally confined to those who are in the humbler walks of life, the good they have done is incalculable, carrying substantial aid to thousands of stricken families and inspiring those who are fortunate enough in being members with a courage which might not exist in their hearts without them. The members of these organizations will be glad to learn that Hon. Robert P. Porter, Superintendent of the Eleventh Census, will endeavor to secure the statistics of the noble work these associations are doing, and it is safe to say that no other branch of the census will be more interesting. The business of gathering the data has been placed in charge of Mr. Charles A. Jenney, special agent of the insurance division, 58 William street, New York City, and all associations throughout the United States, whether incorporated or private, should assist by sending to him the address of their principal officers.

ACCORDING to *Bradstreet's*, the available stock of grain at points in the United States and Canada on May 3 was 33,327,971 bushels of wheat, 17,710,395 of corn, 6,128,246 of oats, 1,189,619 of barley, and 1,299,375 of rye, against 34,363,005 of wheat, 15,665,112 of corn, 9,137,018 of oats, 1,131,639 of barley, and 1,704,298 of rye on May 1, 1889. The visible supply as compiled by the secretary of the Chicago Board of Trade also shows that the stocks of wheat amount to about 1,000,000 bushels less than a year ago. Up to the first of May we had exported during the ten months of the crop year only about 7,000,000 bushels more wheat and 11,700,000 bushels in flour than for the same period of the preceding crop year, a total of 18,700,000 bushels. As the last crop was reported as being about 75,000,000 bushels in excess of the preceding one, and the visible supply is less than it was on the same day last year, we have over 56,000,000 bushels of wheat unaccounted for. It does not seem possible that home consumption has increased that

much in one year, so Statistician Dodge must have made a mistake, or else the farmers are so rich that they can hold that much more wheat than they did last year.

## DOTS AND DASHES.

Orders for cats were received at Chicago recently, from Minneapolis, which is quite unusual.

Secretary Sturtevant of the Minneapolis Chamber of Commerce, thinks wheat will range higher in the 90's than it did in the 80's.

It is estimated that over a thousand acres of flax have already been put in the ground in Sarcoxie township, Douglas county, Kan., this spring.

A large amount of broom corn will be raised in Pettis county, Mo., this season. Farmers say it pays better than corn and always has a good market.

The heirs of John Buckingham of the firm of J. & E. Buckingham, doing an elevator business at Chicago, have taken the affairs of the estate into the courts.

It is estimated that the wheat acreage of Manitoba will be increased 20 per cent. this year, and that the total acreage of the province will be about 1,000,000 acres.

Dealers at Kingston, Ont., have shipped and are arranging for the shipment of large quantities of barley to the United States to forestall the new tariff, which materially increases the duty.

If the Congress of the United States desire to place the American farmer completely at the mercy of the foreign buyer, and depress the prices of farm products—just pass the Butterworth Bill.—*Toledo Market Report*.

The production of hard, or what is commonly known as Turkey wheat, in the state of Kansas has increased, it is said, over 500 per cent. in the past two years. Some mills to-day are running three-fourths of their products from this class of wheat.

English brewers are substituting American corn for barley in the manufacture of beer, and the officials at the head of the Canadian Agricultural Department are trying to induce Canadian farmers to produce two-rowed barley especially for the English market.

They are still trying Bohemian oats cases in New York. Farmers will some day learn to buy of reputable dealers. Grain merchants who buy their crops are interested in their having good grain to market, and they are the ones from whom they should buy their seed.

Many sick people will recover without the use of drugs if nature is let alone and allowed to work out her own salvation. The same is true in regard to some economic troubles—they will remedy themselves in time.—*New England Farmer*.

The total receipts of wheat at St. Louis, Toledo, Detroit, Kansas City and Cincinnati from June 30, 1889, to May 3, 1890, was 33,090,000 bushels, against 28,726,000 bushels for the same period of 1888-'89, and 28,864,000 bushels for the same period of 1887-'88.

During March we imported 211,276 bushels of flaxseed, against 547,109 bushels for March, 1889. During the nine months ending March 31, we imported 1,566,023 bushels, valued at \$1,881,174, against 1,832,310 bushels, valued at \$2,170,381 for the nine months ending March 31, 1889.

A Hillman, Mich., man is accused of selling his vote for two bushels of buckwheat. And yet the fool farmer agitators claim that the value of farm products is depressed and has not the value in exchange they should have. To make matters worse the farmers are credulous enough to believe it.

Minneapolis has nine "regular" elevators, with a total capacity of 10,300,000 bushels. They are as follows: "A" 1 and "A" 2, "Union," "Star," "St. Anthony," "Transfer," "E" 1 and "E" 2, and "Interior" 1. In addition to these there are twelve private elevators, with a total capacity of 5,115,000 bushels.

The principal cities of Ohio have for several years been trying to procure the enactment of a law fixing a fair price, and regulating the conditions for switching cars from one railway station to another, and from one line of road to another. A bill was introduced into the Ohio House of Representatives, and passed 60 to 1. The bill went to the Senate, and the Committee on Railroads unanimously recommended its passage, but it was defeated by the railroad lobbyists. If the railroad com-

panies do not want to be regulated by law they should give more consideration to the people who have to patronize them, for they will not always be able to control state legislatures.

The farmers in South Dakota feel unusually hopeful of good crops this season, the ground being more moist than for three years past. Seeding has commenced in many of the counties, but a good many of the farmers are unable to begin on account of not receiving the seed wheat which has been purchased for them.

"Now, Charley," said young Mrs. Tucker, "you know your health is delicate, and you must be careful about what you eat. As long as you can't get your oatmeal or cracked wheat while you're down town, you might as well try some of the old rye that I see advertised in the store windows."—*Washington Post*.

The corn that was diverted to Duluth over Hill's route will be moved out promptly this spring. The experience last year from holding corn so far North and then bringing it into a lower latitude in hot weather was not satisfactory, some of the grain suffering severely. It is the evident intention not to repeat that programme.

It is said that the farmers of Hitchcock county, Neb., having sold all their corn, are now importing corn for feed and seed at 20 cents a bushel. This is the way our thinking (?) farmers do business, and then they complain of a depression. The individual farmers are more to blame for the mortgaged farms than anything else.

It is thought by prominent railway and lake transportation officials that the American Steel Barge Company will completely revolutionize navigation upon the lakes. They say that the vessels can be operated much cheaper, and in consequence grain can be carried East at one cent a bushel. The rate on grain last season was three cents a bushel.

What has become of the Scandinavian Elevator Company, capital stock \$5,000,000, incorporated in Minnesota? Is it alive or dead? Has it given up the idea of trying to ship unsophisticated No. 1 Dakota direct to British mills? Has it been "gobbled up" by the Minneapolis powers, who hold it as a bar to other similar moves in the future?—*Milling World*.

A commission is now in North Dakota trying to determine whether or not the land can be irrigated by sinking artesian wells. If they find that the supply is such that constant flowage from innumerable wells will not exhaust or diminish the supply, then the future of the Northwest is assured, for right there hinges the practicality of irrigation by this method.

C. A. Pillsbury is out in another interview in which he prophesies that the Minneapolis mills will grind more wheat during the next four years on a basis of above \$1 than below. He calls attention to the increasing consumption of wheat. He makes light of the Argentine competition; thinks Russia may greatly increase her production, and declares that the Northwest can as easily as not double her present production.

The secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada on May 10 was 22,802,454 bushels of wheat, 11,414,920 bushels of corn, 4,201,030 bushels of oats, 1,018,712 bushels of rye, and 792,875 bushels of barley. These figures are smaller than the corresponding ones a week ago by 654,686 in wheat and 1,275,390 in corn. The visible supply of wheat for the corresponding week a year ago decreased 1,424,046 bushels.

## HE WAS SATISFIED.

A Western man, too smart by half for his own interest or the good of his soul, drove into town with a load of wheat in bags. Finding a merchant ready to purchase, the seller demurred to the proposal to drive upon the buyer's scales, as he was afraid he might not be fairly dealt with. "Very well," said the merchant, "if you prefer it, drive on and be weighed out there," pointing to the next platform. On he went, keeping his seat on the load. The merchant opened a little door in the floor, asked the seller how many bags there were, and being told twenty, pronounced the load to be forty two bushels. "All right," said the seller, and then returned and deposited his wheat at the buyer's store, and went off, never finding out that he had been weighed on the platform of a fire cistern, and that he had sold fifty bushels of wheat for forty-two!



## LAW AND LITIGANTS.

### Liability of Carrier Beyond its Line.

A railroad company is not liable as a common carrier beyond its own line, unless it assumes such liability, in the absence of contrary statutory provision. The mere fact that a railroad company accepts goods addressed to a place beyond its own line does not import an agreement to transport the goods to the destination named.—*Hunter vs. Southern Pacific Railway Company, Supreme Court of Texas, 13 S. W. Rep. 190.*

### Premature Delivery of Goods—Sale by Sample.

When goods are bought by sample the implied warranty that the goods delivered shall be equal to the sample exhibited, is waived if the buyer accepts the goods without objection. When the goods are ordered to be shipped at a specified time in the future and they are sent before the specified time, the buyer waives that objection by receiving them without complaint.—*Sole Leather Manufacturing Company vs. Bangs, Supreme Court of Minnesota, 44 N. W. Rep. 671.*

### Liability from Incorrect Telegraph Message.

A telegraph company is liable for all consequential damages resulting from errors in the transmission of messages. Under the statute of Nebraska a person is entitled to recover on unreported messages incorrectly transmitted. Where an error in the message resulted in the loss of a promised position, he can recover the money expended and the value of time lost by reason of such error.—*Kemp vs. Western Union Telegraph Company, Supreme Court of Nebraska, 44 N. W. Rep. 1064.*

### Liability of Consignee for Demurrage.

Where there is no provision in a bill of lading providing for delays nor any stipulation as to the time of unloading, the consignee is not liable for demurrage because the cargo was not unloaded for several days after its arrival, where it is shown that the delay was occasioned by the vessel awaiting its turn at the wharf in accordance with the usage of the port, and that she was under such usage, unloaded with reasonable dispatch.—*Bellamy vs. Curtis, District Court of the United States, District of Massachusetts, 41 Fed. Rep. 479.*

### Custom in Delivery of Goods.

Where it is a custom acquiesced in by the consignees of goods for a common carrier to deliver goods to an independent warehouseman without notice of such delivery to the owners who relied upon the warehouseman for notice of their receipt, the carrier cannot be held liable for the safety of goods after delivery to the warehouse and no liability attaches to it for their subsequent destruction by fire, although the owners had received no actual notice of the delivery of the goods.—*Black vs. Ashley, Supreme Court of Michigan, 44 N. W. Rep. 1120.*

### Acceptance of Freight by Railroad Company—Connecting Lines.

The acceptance by the railroad company of goods for shipment marked for transportation to a point beyond its terminus, establishes under the law of Illinois a prima facie contract to transport such goods to their destination, and on such contract the carrier is liable for injury to the goods by the negligence of its connecting lines, although it is only a connecting line with that to which the goods were originally delivered by the shipper.—*Beard vs. St. Louis A. & T. H. Ry. Co., Supreme Court of Iowa, 44 N. W. Rep. 802.*

### Recovery of Freight Overcharge.

Where a shipper delivers goods to common carrier to be transported over its own and connecting lines and a contract is made between them for a certain sum for the entire transportation, and the line which delivers the goods at their destination refuses to release them except upon payment of additional freight charges, the remedy of the shipper is against the company which issued the bill of lading, and not against the company which makes the overcharge, in the absence of any special agreement with the latter company to the contrary effect.—*Mount Pleasant Manufacturing Company vs. Cape Fear & Y. V. Ry. Co., Supreme Court of North Carolina, 10 S. E. Rep. 1046.*

### Measure of Damages for Breach of Option Contract.

At the trial of an action against brokers to recover \$2,000, a balance of money placed in their hands as a margin against loss on a sale of wheat on plaintiff's account, brought on account of a breach of the contract by defendants in making an unauthorized purchase of wheat for delivery of such sale, and in subsequently refusing to purchase when instructed to, defendants requested an instruction that plaintiff could only recover damages for breach of contract, and not conversion; and the court said: "I shall charge that he is entitled to recover the \$2,000 in this action. It is immaterial whether for a conversion or breach of contract." The jury had previously been charged that plaintiff's right to recover was dependent on their finding the fact in his favor. The court did not intend to charge that plaintiff was entitled to recover, and that although there was no support for an action for conversion of wheat, defendants could not have been

prejudiced by the action of the court, it appearing that no less a sum than \$2,000 would have indemnified plaintiff for the loss suffered by defendants' breach of duty.—*Campbell vs. Wright, Court of Appeals of New York, Second Division, 23 N. E. Rep. 914.*

### Damages for Injured Goods.

Where a railway company delivers goods in a damaged condition, which are shown to have started on their journey over connecting lines in good condition, the burden of proof is on such carrier to show that the goods were delivered to it in the same condition as it delivered them.—*Mobile & O. Ry. Co. vs. Tupelo Furniture Manufacturing Company, Supreme Court of Mississippi, 7 South. Rep. 279.*

### Delivery of Goods to Carrier.

Where a contract for the sale of goods provides that on receipt of the goods at the depot of the transportation company the purchaser should accept a five days' draft, the seller must make such a delivery of the goods as will enable the buyer to demand them from the transportation company before he can insist upon that condition. The buyer is not liable where the seller has the bill of lading for the goods issued to himself and instructs his agent not to deliver it to the buyer until the draft has been paid. In such case there is no transfer of title to the buyer, without which there can be no liability.—*Doyle vs. Roth Manufacturing Company, Supreme Court of Wisconsin, 44 N. W. Rep. 1100.*

### Delivery of Goods to Carrier.

Where goods are delivered by the seller to a carrier addressed to the buyer, without any limitation as to time or place regarding the delivery, the title to the goods passes from the seller to the buyer immediately upon delivery to the carrier, and the carrier cannot by an agreement in the bill of lading, hold the goods for payment of freight charges due from the seller on other goods involved in prior transactions. Though the one to whom such goods have been consigned, refused in the first instance to accept the goods, he may thereafter, retract such refusal, and after demand for them, maintain an action for refusal to deliver them.—*Bacharach vs. Chester Freight Line, Supreme Court of Pennsylvania, 19 At. Rep. 409.*

## WATERWAYS

It is reported that canal freights at Buffalo have settled on the basis of 4 cents on wheat and 3½ cents on corn to New York.

The Nicaragua Canal Company has about 500 men on its pay-roll, and has thus far expended about \$800,000 in the preliminary work, according to the report of W. A. Brown, U. S. Consul at San Juan Del Norte.

The first charter of grain to go by the new export route to Montreal, by way of Ogdensburg, was made recently, the Rhoda Emily taking 45,000 bushels of corn, at 4¼ cents, to Ogdensburg, free of Welland Canal to ls.

The New York state canals, with the exception of Champlain Canal, were opened to navigation April 28, three days earlier than usual. At that date more than 2,000,000 bushels of grain had been contracted for over the Erie Canal.

A canal has been completed—on paper—that will undoubtedly (if it is built) outrank all others in the amount of tonnage passing through. It will extend from Michigan City, Ind., at one end of Lake Michigan, to Toledo, Ohio, at the west end of Lake Erie.

It has been suggested that a canal be built by the United States and Canada from the southeastern shore of Georgian Bay at Collingwood, Ont., through the Credit Valley to Lake Ontario, a distance of about forty miles, which would shorten by nearly 1,000 miles the present circuitous route.

Although the Suez Canal was open to navigation about six months more in 1889 than the Sault Ste. Marie, more traffic passed through the "Soo." The net tonnage passing through the "Soo" was 7,221,965, through the Suez 6,783,187, and 9,579 vessels passed through the "Soo," against 3,425 through the Suez.

Another iron whale-shaped barge, the "105," has been launched at Duluth. Her length is 276½ feet, breadth 26 feet and depth 18-9-10 feet, and she will carry 3,000 tons. Her cost is placed at \$85,000. The rebuilt "101" has been re-launched, and the "106," the first steamer of the fleet, will be ready May 20. The work on the "107" will begin at once.

The River and Harbor Committee has recommended that \$500,000 be appropriated for beginning work on the Hennepin Canal. Capt. W. L. Marshall, who will have charge of the improvement, says the canal is to cost \$15,000,000, and will float boats of 600 tons' burden. It strikes the Mississippi at Rock Island, and freight can be carried at a profit between Chicago and Rock Island at 50 cents a ton, as against \$2 and \$2.50 now charged by railroads. The \$200,000 appropriated in the River and Harbor Bill for the Illinois River will complete its improvement on the line originally marked out. It will give seven feet of

water below Peoria, and Capt. Marshall anticipates a large increase in Illinois River traffic as soon as large Mississippi River steamers can get up the Illinois at all seasons of the year.

The Chicago Board of Marine Underwriters has adopted these trip rates on grain: To ports on Lake Michigan, 25 cents; Lake Superior, 35 cents; Lake Huron, Sarnia and Detroit River, 30 cents; Georgian Bay and Lake Erie, 35 cents; Lake Ontario, 40 cents; Ogdensburg, 44 cents; Montreal, 50 cents.

Advices from Montreal state that all the inland forwarding companies are increasing their fleets this year, the Montreal Forwarding Company alone building vessels aggregating 100,000 tons. This company has already made engagements of freight to its full capacity for the first two months of navigation, some of the freight procured being American corn.

"This is certainly the age of cheap transportation," remarks the *Chicago Times*. "Corn is carried to Buffalo, a distance of 950 miles, at 1¼ cents per bushel, and coal is brought here from Buffalo and other Lake Erie ports at 35 cents per ton. In the city an expressman would scorn to carry a load of either commodity two squares at the rate steamers carry it nearly 1,000 miles."

The government has again shown itself awake to the interests of Montreal's commerce by reducing the rates of canal tolls upon oats for export to the same basis as those upon wheat and other grains, but such oats will have to be bonded during their passage through Canada. This reduction will, there is little reason to doubt, secure to the St. Lawrence route a very large share of the now enormous trade in oats from Chicago.—*Montreal Gazette.*

"Montreal's export traffic has been gaining steadily each year," says the *Chicago Tribune*, "and an unprecedented trade is expected this season. It forms an admirable check on the rapacity of the Erie Canal combination, which is inclined to put rates skyward when grain is moving freely. With the new route by Ogdensburg in operation, Montreal business will be in better shape for the steady and continuous movement of grain than it has been."

The commission empowered by the state of Pennsylvania to examine and report regarding the feasibility of a ship canal from the Ohio River to Lake Erie, has found that there is a feasible route via Beaver, thirty miles shorter than that of the old State Canal, and crossing the mountains at a lower summit. The commission will survey and undoubtedly recommend this route, and also a special line of steamers for this new lake and canal traffic.

Recently the rate on corn, Chicago to Buffalo, declined to 1¼ cents, but only one cargo was taken at this figure. Corn had not been carried at so low a rate since May, 1885. The enormous amount of new tonnage launched for the past two years, the early opening of navigation, the piling in of ore carriers, the meager demand for grain from the seaboard, and the fact that the corn market here is out of line, formed the elementary compounds for the break.

Major Connor of Chattanooga, Tenn., has made a critical examination of the Muscle Shoals Canal, and in his opinion costly mistakes have been made. Not less than \$1,000,000 will be required to straighten the canal and complete the work. Locomotive towage will be necessary. The chief business will be the passing of barges; very few boats will go through the canal. The present slow and cumbersome hand machinery for raising the wickets will have to be superseded by hydraulic machinery and appliances. It will be the 1st of July before the canal will be formally opened.

The Kingston & Montreal Forwarding Company has made arrangements with the Ogdensburg Transit Company for a regular service of lake and river vessels with a view of diverting American grain for export by the St. Lawrence route. The Ogdensburg Company is building an elevator with a capacity of 500,000 bushels at Ogdensburg, and its lake vessels will be discharged there and the grain held until the steamships for which it is intended are reported at Montreal. The Forwarding Company barges expect to be able to transport the grain from Ogdensburg to Montreal in three days.

Senator Cullom has concluded his report upon the investigation made by the committee on inter-state commerce as to whether there is any discrimination in the charges made for tolls against United States vessels passing through the Welland and St. Lawrence canals. The report asserts that unjust discrimination is made by Canada against American vessels on the lakes in the matter of entrance and clearance fees. Vessels passing through the Welland Canal bound to Montreal have a rebate made of a portion of the tolls paid for canal passage, but if bound to any American port or to the St. Lawrence River, no rebate is made. This, the report claims, is a violation of the provisions of the treaty of Washington.

The report of the commission sent out by the liquidators of the Panama Canal Company to investigate the condition of the canal, estimates that it would cost 485,000,000 francs to complete the canal on the lock system. The total cost is fixed at 900,000,000 francs. The report further says that it would take between seven and eight years to complete the canal. The annual cost of management is estimated at 10,000,000 francs. The estimated net receipts for the first three years after the opening of the canal would be 38,000,000 francs annually, increasing year by year until twelve years after the opening, when they would amount to 61,000,000 francs. The material and the work already performed are valued by the commissioners at 450,000,000 francs.



## Fires, Casualties, Etc.

The Hulburt Elevator at Axtell, Kan., was destroyed by fire recently.

Wm. Nelson, a grain dealer of Treherne, Man., has been burned out.

Eugene W. Crampton of Crampton Bros., rice millers at New York City, is dead.

A fire in Goebel's brewery at Detroit, Mich., damaged about 4,000 bushels of grain.

John Evill of the J. H. Evill Hay and Grain Company of St. Louis, Mo., died recently.

The old warehouse belonging to Mr. Tracy at Dakota City, Neb., was burned April 25.

The Gum Lick Distillery of Yates & Crowder at Springfield, Ky., has been burned.

Charles W. Crosby of the firm of Crosby & Co., grain dealers of New York City, is dead.

Henry Kalbfleisch, president of the Kalbfleisch Milling Company of St. Louis, Mo., is dead.

R. D. Duncan, grain and feed dealer at Greenwood, Miss., sustained a serious loss by fire.

The distillery of James House at Littleton, N. C., was damaged by fire to the extent of \$1,500.

T. K. Simmons of the firm of T. K. Simmons & Son, grain dealers at Red Wing, Minn., is dead.

Two grain elevators at Millersville, Ill., were burned April 12, with considerable grain and hay.

The brewery owned and operated by Wm. Neurath, at Grant's Pass, Ore., has been destroyed by fire.

At Chelsea, Mass., a grain elevator was destroyed by fire, entailing a loss of \$40,000; insurance unknown.

Isaac Armstrong, a grain buyer at Hamilton, Ont., was stricken by paralysis May 1, and his recovery is despaired of.

The elevator of Knapp, Stout & Co. at Menomonie, Wis., collapsed April 14. It contained 25,000 bushels of oats.

The cotton-seed oil mill of the Future City Oil Works Company of St. Louis, Mo., was damaged by fire recently.

The grain warehouse of the Lenoirs Manufacturing Company of Lenoirs, Tenn., burned May 9. The loss was \$50,000.

The brewery of the Lockport Brewing Company of East Lockport, N. Y., has been destroyed by fire. The loss is \$20,000.

The grain elevator and sawmill of Evans Bros. at Bowling Green, Ky., were destroyed by fire recently. Loss unknown.

The Davidson Elevator at St. Paul, Minn., was damaged by fire April 12. The loss on the building is about \$6,000; no insurance.

The Gilbert Starch Works at Des Moines, Iowa, burned April 14. The total loss is estimated at \$300,000; insured for \$200,000.

C. A. Ropes of Salem, Mass., is dead. He was the senior member of the firm C. A. Ropes & Son, grain and flour dealers at that place.

The Burkhardt Brewery of Akron, Ohio, was completely wrecked by the tornado that swept over that city May 10. The loss is \$20,000.

About 60,000 bushels of grain were lost by the sinking of the steamer Chenango off Erie, Pa. The vessel was bound from Toledo to Buffalo.

The grain elevator and flouring mill of the Richey Milling Company of Richey, Mo., burned recently. The loss was \$55,000; insurance \$30,000.

An elevator at Republic City, Kan., owned by C. T. Neerman, was destroyed by fire, together with a large amount of grain. Loss unknown.

Bion's Brewery at Owatonna, Minn., burned May 3. The loss is \$6,000; insurance on the buildings amounted to \$2,500, and \$500 on the contents.

The large elevator owned by H. Griswold at Winthrop, Iowa, was burned May 1, with some other buildings. The total loss was \$10,000; partly insured.

James H. Cook of Auburn, Neb., had his hand and arm drawn into a corn sheller April 26, and so badly crushed that amputation was necessary.

Fire destroyed the grain elevators of Northey & Harrison, and one of Mr. Beed's at New Hampton, Iowa, April 24. The loss was \$10,000; insurance \$5,000.

W. E. Jordan of Bancroft, Iowa, narrowly escaped death a short time ago. While working about some machinery in the elevator his coat sleeve caught in a revolving shaft. He clung to a brace until his coat was torn

from his back, thus liberating him. With the exception of a severe crushing, he was uninjured.

On April 23 the brewery of C. Beirenther, near Jefferson, Wis., was destroyed by fire, together with its contents. The loss is \$6,000; insurance \$3,000.

The Dallas Elevator at Dallas, Tex., has suffered severely by the overflow of the Trinity River. A large amount of machinery and grain has been damaged.

The Rosenheimer elevator at Kewaskum, Wis., was totally consumed by fire April 16. It had a capacity of 20,000 bushels. The origin of the fire is unknown.

William Hillock, an employee of the flax mill at Gale, Mich., was caught by a belt on the main shaft, May 7, and so badly mangled that he lived but a few hours.

Adam Eckert, employed in an elevator at Walnut, Iowa, fell from a moving car and had his right arm and leg cut off, April 21. His recovery was reported as doubtful.

H. J. Gude, the well-known Minneapolis grain man, had his arm crushed between two rollers in his mill in that city. It had to be amputated just below the elbow.

The elevators and cribs of McAleer Bros. at Ansley, Neb., were entirely consumed by fire April 21, together with 15,000 bushels of grain. The loss is about \$10,000.

William Staple's elevator at Powhattan, Kan., has been destroyed by fire. This makes the fourth elevator burned in one week in that vicinity. The loss is \$5,000; no insurance.

At Wilmington, Ohio, April 19, the grain elevator and flour mill of Henry Lambeck & Co. were burned. The origin of the fire is not known. The loss is \$3,700; insurance \$2,150.

At El Paso, Ill., the elevator of D. Evans was destroyed by fire April 30. It contained 7,000 bushels of corn and 4,000 bushels of oats. The loss is \$8,000; insured for \$4,000.

Burglars entered the elevator of Johnson Bros. at Wilton, Iowa, recently, and helped themselves to a large quantity of oats. This is the third time the same thing has occurred lately.

Advices from Wahpeton, N. D., state that the large elevator at Downing, Dak., containing 70,000 bushels of wheat, was burned April 18. It was owned by J. F. Downing of Erie, Pa. The loss is unknown.

The grain warehouse of Lynch, Beattie & Co. at Hagerstown, Ont., was entirely destroyed by fire April 22, with all its contents. The total loss is \$15,000; the grain was insured for \$8,000 and the building \$1,000.

The grain elevator of Jennison Bros. of Janesville, Wis., was destroyed by fire April 17. It contained 800 bushels of wheat, valued at \$600. The elevator was worth about \$2,000; no insurance. The cause of the fire is unknown.

The elevator built by the Farmers' Alliance at Angus, Neb., was burned April 22. It contained 2,000 bushels of corn and several hundred bushels of oats. It is thought the fire was of incendiary origin. The insurance amounted to about \$2,000.

## PERSONAL

H. L. Graff has been elected grain and flour inspector of New Albany, Ind.

G. A. Abel has succeeded A. J. Gove as grain inspector of the San Francisco Produce Exchange Call Board Association.

E. Arthur of Maroa, Ill., has invented an automatic grain measure, which is especially adapted for measuring grain from a separator.

Charles F. Buxton of the firm of Geo. W. Smith & Co., grain and flour commission merchants of New York City, has retired from business.

George H. Baer of the grain firm of Baer & Bro. of Baltimore, Md., has been appointed treasurer of the Western Maryland Railroad.

C. H. Jolls, son of John W. Jolls, grain merchant at Middletown, Del., has been appointed postal railway clerk on the B. & D. B. Railway.

Mr. and Mrs. Robert Lindblom of Chicago were tendered a banquet on the evening of May 1, the eve of their departure for a year's visit abroad.

Gautier de St. Croix of London, Eng., is on his way to the Northwest. He is the grain purchasing agent of the English millers, and is here now in that capacity.

Jesse Hoyt, son of the millionaire grain merchant who died two years ago, has retired from the grain business. He was a member of the firm of Hoyt & Annan of New York, the owners of the Erie Grain Elevators at Hoboken, which were built some time ago at a cost of \$750,000.

Charles Randolph, at one time president of the Board of Trade of Chicago, and secretary of that corporation from 1869 until 1884, has been missing from his home in South Evanston, Ill., since April 28. He was taken ill while in Chicago, and went to a hotel. His friends have searched for him, but have been unable to find him.

## ITEMS FROM ABROAD

The wheat trade of France has not been materially affected by the rise in American wheat. There is very little demand for foreign wheat, although Havre and Dunkirk have taken some wheat from the English coast.

The government reports concerning the Prussian crops maintain a very favorable tone. The general condition of the crops is good, except in some parts of the Rhine Province and Westphalia, where wheat and rye suffered slightly from freezing.

The unfavorable crop reports from America have led to great excitement in the markets of England, and the trade in wheat has become quite active. Prices have advanced some and a feeling of greater confidence prevails. The outlook for autumn-sown wheat is flattering.

Statistics for four years show that Victoria, South Australia and New Zealand produced 5,868,844 bushels of wheat in 1887; 4,695,849 bushels in 1888; 1,450,503 bushels in 1889, and 6,460,000 bushels for 1890. The average for the past twenty-eight years has been 12 88 bushels to the acre.

The amount of grain exported from Roumanian ports by the Danube, through Dulina, has increased considerably. The total is about 10,150,000 quarters, as compared with 8,865,000 quarters in 1888. The increase in wheat was about 500,000 quarters, rye about 350,000 quarters, and maize 400,000 quarters.

The sharp advance in American wheat, which has checked the export trade for a while, has had a stimulating effect on India. During the week ending May 3, 536,000 bushels of wheat were exported, against 300,000 bushels for the corresponding week a year ago. Late reports show that the new crop will be about two-thirds of the average.

Odessa's grain trade for the past three months has been very extensive. The harbor is full of vessels and the aspect of prosperity is pleasing. The Southwestern Railway Company has built several large elevators for storing grain. The elevators are very extensive and built on an improved plan. They were needed badly, as large quantities of grain were often spoiled and made useless, thus entailing heavy losses.

The United Kingdom imported during the first thirty-two weeks of the season of 1889-'90, 32,388,413 hundredweight of wheat, against 38,238,899 for 1888-'89; of barley, 10,732,642 hundredweight in 1889-'90, against 13,167,465 hundredweight for the same period of 1888-'89; oats, 7,923,360 hundredweight for 1889-'90, against 9,388,583 for 1888-'89; Indian corn, 22,612,346 hundredweight for 1889-'90, against 17,183,486 for 1888-'89.

The Victorian crops, as taken from the government returns for five years were as follows: Wheat for 1885-'86, 9,170,588 bushels; oats, 4,692,303 bushels; in 1886-'87, wheat, 12,100,036 bushels; oats, 4,256,079 bushels; in 1887-'88, wheat, 13,328,765 bushels; oats, 4,562,530 bushels; in 1888-'89, wheat, 8,647,709 bushels; oats, 5,803,800 bushels; in 1889-'90, wheat, 11,304,516 bushels; oats, 5,611,395 bushels. In 1889-'90, 90,194 acres of barley were sown, producing 1,805,191 bushels.

The world's wheat crop for 1887-'88-'89 was as follows: In European countries for 1887 the amount was 172,709,000 quarters; for 1888 it was 162,060,000 quarters, and for 1889, 142,442,000 quarters. In the countries out of Europe it was 110,743,000 quarters for 1887; 108,024,100 for 1888, and 116,582,000 for 1889, making a total wheat crop of 283,452,000 quarters for 1887; 270,084,000 quarters for 1888, and 259,024,000 quarters for 1889. The total amount of rye for 1887 was 168,150,000 quarters; for 1888 it was 153,000,000 quarters, and for 1889 it was 129,175,000 quarters.

The ship Florence was cleared from San Francisco for Rio de Janeiro on April 8, with 2,650 tons of wheat. This is the first cargo of the kind for that port since last November, but the fifth on account of the current cereal year. There were eight cargoes of California wheat cleared for Brazil in the calendar year of 1889, the first shipments of the kind to that market in twenty years. The shortage of the wheat crop in the Argentine Republic, whence Brazil draws a portion of its supplies of this nature, is the reason for this movement. The millers are said to be well pleased with the California wheat.

## WILL TRY FLAX.

John S. Hoover, a prominent grain merchant of Blue Hill, Neb., registered at the Millard yesterday, says the *Omaha Bee*: "I am here after two or three carloads of flaxseed," said he. "Our people are pretty well satisfied that under present conditions corn is a pretty good crop to starve to death on and want to make a change. Flax has been tried on a small scale, yielding from ten to fifteen bushels to the acre, and marketed at from 85 cents to 90 cents per bushel. Our scheme is to loan the seed to the farmers on their notes, payable when the product is marketed, we making our profit by handling the grain."





## ELEVATOR AND GRAIN NEWS

Capac, Mich., is to have a flax mill.  
 Alexander City, Ala., wants an oil mill.  
 Utica, N. Y., is to have a new brewery.  
 Portland, Ore., is to have a \$50,000 brewery.  
 Yakima, Wash., is to have a \$60,000-brewery.  
 Greenville, Ga., will have a new cotton-seed oil mill.  
 A cotton-seed oil mill is contemplated at Denver, S. C.  
 A \$200,000 brewery will soon be built at Galveston, Tex.  
 John McEachron has sold his grain elevator at De Weese, Neb.  
 Adam Schumacher will enlarge his brewery at Potosi, Wis.  
 Camden, S. C., will soon have a new cotton seed oil mill.  
 Another brewery will probably be built at Vicksburg, Miss.  
 R. Wilson has sold his grain business at East Monroe, Ohio.  
 A new brewery is in the course of erection at Orting, Wash.  
 G. W. Ranger is building a grain elevator at Farmington, Me.  
 Hiram P. Hart, a grain dealer at Low Moor, Iowa, has sold out.  
 A new elevator is in the course of construction at Stafford, Kan.  
 Robert E. C. Wilson, grain dealer at Houston, Tex., has sold out.  
 An elevator will be built at Berlin, Neb., by the Farmers' Alliance.  
 Stafford & Sterrett, grain dealers at New Carlisle, Ohio, have sold out.  
 A new elevator is to be built at Winside, Neb., by Carter & Mundy.  
 Robert E. C. Wilson has sold his grain business at Houston, Tex.  
 It is reported that a cotton-seed oil mill will be built at Whigham, Ga.  
 Aberdeen, S. Dak., expects to have a new linseed oil mill this season.  
 R. J. Morgan will probably build a grain elevator at Memphis, Tenn.  
 The erection of a cotton-seed oil mill is projected at Sandersville, Ga.  
 There is talk of a co operative elevator being established at Holdrege, Neb.  
 The grain firm of J. & A. McIntosh of Waterville, Que., has been dissolved.  
 The recently burned starch works at Des Moines, Iowa, will not be rebuilt.  
 A mammoth linseed oil mill is to be built at Oneota, near Duluth, Minn.  
 J. L. Stranahan of Chicago, a broom corn dealer, has retired from business.  
 Quintal & Leamy, grain dealers at Montreal, Que., have dissolved partnership.  
 The prospects are that two new elevators will be erected at Sidney, Neb., soon.  
 The Frank Fehr Brewing Company of Louisville, Ky., has been incorporated.  
 A grain elevator of 2,000,000 bushels' capacity is to be built at Argentine, Kan.  
 The new flax mill in process of erection at Marion, S. Dak., will cost \$25,000.  
 The Valparaiso Hay and Grain Company of Valparaiso, Ind., has been dissolved.  
 J. M. Glenn and others think of building a cotton-seed oil mill at Equality, S. C.  
 W. H. Adams will probably erect a grain elevator this summer at Mountjoy, Ill.  
 Robinson & Martin, grain dealers at Saltsburg, Pa., have dissolved partnership.  
 A. H. Thaxter & Co. of Bangor, Me., have put a new engine and boiler in their grain elevator.  
 A large elevator in the course of erection at Armourdale, near Kansas City, Mo., is to have a daily capacity of 400 cars of grain; that is, loading and unloading 200 cars.

There are several other new elevators being built in that city.

Hayford & Strout, grain dealers at Belgrade, Neb., have dissolved partnership.

Chas. Leslin has purchased the brewery of John T. Ginther at Wabasha, Minn.

D. C. Alford and others will probably build a cotton-seed oil mill at Hartwell, Ga.

P. Crowder of Seaville, Ky., will rebuild the Gum Lick Distillery lately burned.

W. H. Culpepper & Co. are building a grain elevator and flour mill at Albany, Ga.

The Farmers' Union of Ruston, La., think of erecting a \$15,000 cotton-seed oil mill.

A stock company has been organized at Manor, Tex., to build a cotton-seed oil mill.

F. E. Watkins and others think of erecting a cotton-seed oil mill at Anderson, S. C.

William Jacobs of Freeport, Ill., has sold his grain business to Chas. S. Hill & Son.

It is expected that a large number of new elevators will be built in Manitoba this season.

The firm of Wirt Bros. & Fahrback, grain dealers at Grant, Neb., has been dissolved.

The Packard Grain and Lumber Company have sold their interests at Plainview, Neb.

A new engine and boiler have been put in the elevator of Carlisle & Blue at Downs, Ill.

The Winkel Brewing Company has succeeded August Winkel, the brewer at Pekin, Ill.

Ferine Bros. & McElroy, grain dealers at Hutchinson, Kan., have dissolved partnership.

H. S. Gilbert & Co. of Ottawa, Ill., have put new scales in their North Side grain elevator.

May 5 there were 280,956 bushels of wheat loaded at Duluth, Minn., for Buffalo, N. Y.

The elevator to be built at Wichita Falls, Tex., is to have a capacity of 300,000 bushels.

The Farmers' Alliance have formed a company to build a grain elevator at St. James, Minn.

The Knoxville Brewing Company of Knoxville, Tenn., contemplates improving its brewery.

The Farmers' Co-operative Association of Cedar Bluffs, Neb., has commenced shipping grain.

Carey & Drake, grain commission merchants of Cincinnati, Ohio, have dissolved partnership.

Monroe Sigler & Co., grain and feed dealers at Portland, Ore., have dissolved partnership.

The Central City Guano Company will, it is reported, build a cotton-seed oil mill at Macon, Ga.

The firm of Spencer & Hibbs, dealers in grain and flour at New Castle, Wyo., has been dissolved.

H. Fountain has succeeded John J. O'Reilly & Co. in grain and malt business at Pittsburg, Pa.

The Willis Grain and Mill Company of Willis, Kan., has been formed with a capital of \$5,000.

T. H. Baldwin & Co., grain and lumber dealers at Eustis, Neb., have dissolved partnership.

The glucose company at Marshalltown, Iowa, will erect an additional building, at a cost of \$25,000.

McWhorter & Rollins, in the grain commission business at Omaha, Neb., have dissolved partnership.

The Winkel Brewing Company of Pekin, Ill., has been incorporated with a capital stock of \$25,000.

The Landa Electric Light and Power Company will build a grain elevator at New Braunfels, Tex.

The Brilliant City Brewing Company at Findlay, Ohio, has been organized with \$100,000 capital stock.

It is reported that the Gate City Oil Company of Madison, Ga., will enlarge their cotton-seed oil mill.

During the month of April Duluth received 1,908,128 bushels of grain, and shipped 1,473,563 bushels.

The J. G. Mattingly Company has been incorporated at Louisville, Ky., to build and operate distilleries.

Albers, Epperson & Colman, grain dealers and millers at Kansas City, Mo., have dissolved partnership.

The Standard Brewing Company of Baltimore, Md., has been formed, with a capital stock of \$250,000.

The recently burned Kaw Elevator at Kansas City, Mo., has been rebuilt, and is almost ready for operation.

The Illinois Brewing Company of Chicago, Ill., has been incorporated, with a capital stock of \$500,000.

A cotton-seed oil mill is one of the probable industries of Talboton, Ga., to be built by the Variety Works.

The erection of a cotton-seed oil mill is being considered by the Farmers' Alliance at Sumter C. H., S. C.

The flurry in wheat found J. V. Bryan, president of the Board of Trade of Detroit, and John L. Bryan, were losers to the amount of \$70,000. Of this sum \$40,000 is

due Chicago firms, and the remainder in Detroit. A compromise has been effected.

The farmers have formed a company to build a grain elevator at Hay Springs, Neb. The capital is \$2,000.

A company has been organized, it is reported, to erect a large grain elevator and flouring mill at Plano, Tex.

At a corn carnival banquet in Waterloo, Iowa, corn was dished up to the guests in fourteen different styles.

The Farmers' Alliance of Grayson county, Tex., will probably build a cotton seed oil mill at Pottsboro, Tex.

It is said that Senator Austin of Pomeroy, Wash., will build a 1,000,000-bushel grain elevator at Seattle, Wash.

A capital of \$100,000 has been raised to erect a cotton-seed oil mill, etc., by the Farmers' Alliance at Atlanta, Ga.

The Southern Cotton-Seed Oil Mill Company of New Orleans, La., will probably build a mill at Van Buren, Ark.

William P. Harvey & Co. of Chicago have leased the big grain elevator in Joliet, Ill., and are filling it with grain.

H. J. Pearson has sold his elevator at Neepawa, Man., to the new milling company recently formed at that place.

The extensive grain business of the late J. T. Boynton of South Byron, N. Y., has been purchased by Prentice & Bean.

A 20-ton cotton-seed oil mill is to be built at Greenville, S. C., by the Farmers' Alliance. The capital stock is \$20,000.

Christian Furst, convicted of the murder of Carlos Pulsifer of Crowell, Neb., was sentenced to be hanged June 25.

The partnership heretofore existing between Hull & Chamberlain in the grain business at Malta, Ill., has been dissolved.

Hinchliffe Bros., brewers at Paterson, N. J., have been succeeded by the Hinchliffe Brewing and Malting Company.

Articles of incorporation have been filed by the Centerville Brewing Company of Centerville, Wis. The capital is \$30,000.

Granger & Cox, prominent in the grain business in Iowa, with headquarters at Hawarden, have dissolved partnership.

Omaha, Neb., is encouraging the establishment of grain elevators, mills and starch factories within its corporate limits.

Wilson Bros. of Pekin, Ill., have commenced work on a new distillery at that place which will use 5,000 bushels of corn a day.

The name of the "Goode Elevator" of the Minneapolis Grain and Feed Company has been changed to the Diamond Elevator.

Clark Woodman of Omaha, Neb., has begun the erection of a large elevator. The building will be frame, and will cost \$45,000.

The Taylor Cotton-Seed Oil and Gin Company of Taylor, Tex., has been organized with a capital of \$16,000 to build an oil mill.

The W. J. Meek Grain Company of Chicago, Ill., has been dissolved. Joseph Gukenheimer will continue the business of that firm.

It is stated that a steam elevator with a capacity of 35,000 bushels will be built at High Bluff, Man., this summer by John Dilworth.

Frank Cockrell of Dallas, Tex., has contracted for the erection of a grain elevator of 50,000 bushels' capacity to be built at Vernon, Tex.

The contract has been let for the farmers' elevator at Dresher, Neb. It is to cost \$2,600, and will have a capacity of 12,000 bushels.

M. B. Clark & Son who owned and operated a grain elevator at Cleveland, Ohio, have been succeeded by the Union Elevator Company.

The Call Board warehouses of San Francisco contained 64,113 tons of wheat May 1, a decrease of 6,313 tons during the month of April.

The Cheboygan Brewing and Malting Company of Cheboygan, Mich., has filed articles of incorporation. The capital stock is \$50,000.

George Wagner of Rock Island, Ill., will build a 50,000 bushel grain elevator, and will improve and increase the capacity of his brewery.

W. L. Davis of Chelsea, Mass., will rebuild his elevator, lately destroyed by fire. The capacity of the elevator will not be as large as it was.

Articles of incorporation have been filed by the Omaha Elevator Company. The authorized capital is \$550,000, with shares at \$100 each. Business was commenced May 7, 1890, being that of constructing, owning and operating elevators. The principal place of business will be Omaha.

The incorporators are Frank Peavey, Nathan Merriam, David S. Barriger, Edward P. Peck and Arthur B.



Jaquith. This company succeeds the Omaha Union Elevator Company.

Helmick & Flannigan, grain dealers at Belleflower, Ill., intend making some improvements in their elevator.

The firm name of R. E. Higgs & Co., grain commission merchants of Kansas City, Mo., has been changed to the Higgs Commission Company.

Haywood & Chapman, grain dealers, have purchased the Wiley & Bechtel warehouse at Colfax, Ill., and are making needed improvements.

The Schlitz Brewing Company of Milwaukee, intend building the largest brew house in the world. The capacity will be 4,000 barrels a day.

Frank Guthrie of Gallatin, Tenn., is interested in a grain elevator to be built at that place. It is to have a capacity of about 100,000 bushels.

The Belton Co-operative Manufacturing Company of Belton, S. C., has been incorporated to operate a cotton-seed oil mill. The capital is \$15,000.

A company of business men of Deshler, Neb., and farmers in the vicinity, has been formed with a capital of \$3,000 to build and operate a grain elevator.

The suit of W. C. Girtan against the Middle Division Elevator Company of Bloomington, Ill., has been decided in favor of the plaintiff, who receives \$126.80.

The Worth county, Iowa, Co-operative Association has filed articles of incorporation to deal in grain, hay, etc. The headquarters will be at Northwood, Iowa.

The contract for the new 300,000-bushel elevator of the Imperial Mills Company of Duluth, Minn., has been awarded to James Stewart & Co. of St. Louis, Mo.

J. A. Simpson of Minonk, Ill., will build an elevator with a capacity of 75,000 bushels. The elevator will be fifty feet long with a bin at each end forty-eight feet long.

F. H. Peavey & Co. have secured a long lease of the grain elevators at Omaha and Council Bluffs, and at about fifty other stations along the Union Pacific Railroad.

The Manitoba Elevator Company, Limited, has been formed with the intention of erecting elevators on the Brandon branch of the Northern Pacific & Manitoba Railway.

The Erie Basin Elevator of Buffalo, N. Y., has been purchased by a company composed of Buffalo parties. It will be repaired and improved. The capacity is 250,000 bushels.

H. S. Gilbert of Ottawa, Ill., is building a grain elevator at South Ottawa, and will use an electric motor instead of steam power. The elevator will be ready for use about July 1.

The Imperial Mill Company of Duluth, Minn., have decided to make their new elevator a 400,000-bushel instead of a 300,000 bushel house. Work on the structure has been commenced.

Joshua S. Martin and Mr. Passmore of North Topeka have bought the Topeka Mill and Elevator from P. G. Noel and Mr. Leiter of Chicago. This is considered one of the best properties in the state.

The Homer Mill and Elevator Company of Homer, Ill., has filed articles of incorporation, with a capital stock of \$30,000. The incorporators are N. R. Harvard, H. C. White and W. W. Hodgen.

A banking house is constructing a number of warehouses at Marion, Kan., for the storage of corn. It is proposed to loan money to farmers who prefer this method to selling at present prices.

The transfer elevator at Paxton, Ill., runs the entire 24 hours, and handles on an average twenty-five cars of grain a day. During March and April 800,000 bushels of grain were handled, or an average of 4,800,000 bushels a year.

The National Linseed Oil Trust has been succeeded by the National Linseed Oil Company, chartered under the laws of Illinois. It is the owner of forty-nine linseed oil mills and forty elevators ranging in capacity from 720,000 bushels downward. The capital stock is \$18,000,000.

A Kingston, Ont., special says: "Grain dealers are buying barley in large quantities and arranging for its speedy shipment to the United States in anticipation of the new American tariff bill, which increases the duty. Five vessels with barley have cleared from here within a week."

F. H. Peavey & Co. of Minneapolis will build a 1,000,000-bushel elevator at Kansas City, Mo., and have let the contract to Simpson & Robinson, elevator builders of Minneapolis. The elevator will have eight legs and 172 bins. It will be completed and ready for business about Aug. 1.

The largest grain elevator in the world was built at Minneapolis Junction in 1886, says the *St. Louis Republic*. The building is 336 feet long, 92 feet wide and 175 feet high. It has storing capacity for 2,000,000 bushels of grain within its walls. During its construction the carpenters and joiners used over 6,500,000 feet of lumber of all kinds, besides thirty-two carloads of nails, which, if packed, would make the enormous amount of 10,000 common kegs; the best calculators say that the actual number of nails used in the mighty building will fall but few, if any, under 20,000,000. The engine used is capa-

ble of handling 175 000 to 250,000 bushels of grain per day, or enough during the year to equal the combined productions of the state of Minnesota and the two Dakotas. Two hundred and fifty cars have often been loaded at this elevator in ten hours.

Moses Fraley, the St. Louis grain speculator who failed a few weeks ago, has compromised with his creditors on the basis of 40 cents on the dollar; 20 cents in cash, 10 cents in notes for six months, and 10 cents in notes for a year. Mrs. Fraley, who is reputed to be rich, will indorse the notes.

The New Ulm Elevator Company of New Ulm, Minn., has filed articles of incorporation. The capital stock is \$50,000, and the incorporators are Charles Silverson, Anthony Schmidt, Jr., William Koch, George Schmidt and Charles L. Roos. The incorporators are all citizens of New Ulm.

English, Morse & Co., engineers of Kansas City, Mo., report recent sales of power plants as follows: Pittsburg Gas Company, Pittsburg, Kan., one 125-horse power Ideal Engine; Boonville Electric Light Company, Boonville, Mo., one 80-horse power Ideal Engine, with steel boiler and complete plant; Abernathy Furniture Company of Kansas City, Mo., one 30-horse power Ideal Engine, with boiler, dynamo motor and complete plant; Girard Electric Light Company, Girard, Kan., one 60-horse power steel boiler; also numerous orders for Lahman-Kirkwood Rocking Grates, leather link belting, Hill Clutch Pulleys, Worthington Steam Pumps, etc.



The New York Chamber of Commerce held its 122d annual meeting May 1.

Memberships to the Chicago Board of Trade have been selling at \$1,000 net to seller.

Tickets of membership to the New York Produce Exchange have been selling at \$800.

The Chicago Board of Trade has sent a committee to Washington to oppose the passage of the Butterworth bill.

The Board of Trade of Portland, Ore., has incorporated as the Chamber of Commerce of Portland, with a capital stock of \$200,000.

The split among the members of the Cleveland Chamber of Commerce has been healed, and now the entire body is working to raise \$300,000 for the erection of a new building.

The Detroit Board of Trade has, by a unanimous vote, expressed its hearty sympathy with the Chicago Board of Trade in its crusade against bucket shops, and extended congratulations in advance on the eventual success of the movement.

The Philadelphia Chamber of Commerce has elected the following officers for 1890: President, Francis M. Brooke; treasurer, John E. Daley; managers, John H. Michener, William Massey, William A. Durfor, William Brockie, V. P. McCulley, Lincoln K. Passmore, Joseph Bosler, Walter F. Hagar.

The Merchants' and Traders' Produce Exchange of Nashville, Tenn., has made an assignment for the benefit of their creditors. William L. Granberry is named as assignee. The liabilities of the company are estimated at about \$100,000. The assets, which consist of notes and accounts due by various parties, amount to \$55,310. The Exchange has been dealing in futures in wheat and produce and all kinds of stocks and bonds.

The Indianapolis Board of Trade, in acting upon the request of the Chicago Board for co-operation in opposing the Butterworth bill now pending in Congress, found it necessary to compromise on two committee reports. The compromise resolution adopted asks Indiana Congressmen to oppose the bill as it is now framed, but states that the Indianapolis Board favors any measures which will prevent gambling in futures, and not interfere with honest business interests.

President Baker of the Chicago Board of Trade received recently a copy of the following resolution passed by the Grain Shippers' Association of Northwestern Iowa: "Resolved, That this association approves the course of the Chicago Board of Trade in discontinuing the furnishing of continuous market quotations, and it is further the sense of this association that the furnishing of continuous market quotations is not a necessity to the commerce of the country."

The Baltimore Corn and Flour Exchange has adopted the following resolution, which will be presented to Congress: "The whole system of contracting ahead for produce is as natural, as absolutely and legitimately useful as are promises to receive and pay money at sixty, ninety, or 120 days ahead. Every little village has its factors and dealers, who are contracting for the crops in their neighborhood and selling them elsewhere, to be distributed as harvested or needed, and every nation in Europe is represented here the year round, negotiating

for the future wants of its consumers. Should we not be able to furnish them they can readily be supplied by India, Russia, South America, and many other quarters, which have learned to appreciate the advantages of fixed prices for future deliveries.

The board of directors of the Chicago Board of Trade has adopted the following resolution: "No member or combination of members of the association, either directly or indirectly, shall be permitted to collect or disseminate continuous market quotations, or to use the exchange hall or the approaches thereto for that purpose."

President Baker of the Chicago Board of Trade thus comments on the status of the bucket shops: "They mark up prices on their blackboards, but the state of affairs is such that when the proprietor makes an offer the customer is frightened, and when the offer is from the customer it is the proprietor who is scared." Mr. Baker claims that through the action of the Board the bucket shops are practically closed, and that their grain quotations are absolutely fraudulent.

The experiment of the Chicago Board of Trade in stopping the continuous quotation service has proved so successful in exterminating the bucket shops that it will be continued. The *Chicago Daily Business* says: "It is not so certain, however that the telegraph companies will not be allowed to come back on the floor, the delay in tearing out the telegraph booths and putting in the oats pit, as contemplated, being construed as meaning hesitation on the part of the Board authorities on this point."

The New York Produce Exchange has prepared a carefully written protest to the House of Representatives against the Butterworth bill to tax dealings for future delivery in wheat, corn and other cereals, hay products and cotton. In a note accompanying the protest, which will be sent to every member of Congress, President C. C. Burke of the Exchange says that the bill will most disastrously affect the commerce of the country and disarrange the entire financial system under which the crops of the country are moved.

At a recent meeting of the Minneapolis Chamber of Commerce the question of putting up margins on wheat was discussed, but no action was taken. Under the rule heretofore in operation if 10,000 bushels were sold a margin of 5 cents per bushel, or \$500, was put up, and in case of a fall of 1 cent in price the purchaser paid in \$100 on the 10,000 bushels, leaving the contract still open. It is claimed by some that unless the entire \$500 is put up for each transaction, some one will be liable to lose the amount through the failure of the other party.

An amendment to the association rules relating to warehouse receipts and storage rights has been adopted by the directors of the Chicago Board of Trade. It stipulates that all deliveries upon contracts for grain or flaxseed, unless otherwise expressly provided, shall be made by tenders of regular warehouse receipts, such receipts to be made to run five days from date of delivery in regular storage rates. Warehouses shall be conveniently approachable and operated by men in good financial standing, who shall file a bond subject to such conditions as the directors may determine. The term for which any warehouse may issue receipts shall be limited to and expire on the 1st day of May in each year.

The Minneapolis Chamber of Commerce has adopted a resolution setting forth that as the crop reports issued by the Agricultural Department each month are of no practical value to the country at large, but on the contrary are very detrimental and injurious to the farming interests, inasmuch as the reports are only estimates, the data for which are gathered from varied and often unreliable sources, and are often in error and misleading, and serve only to depress the value of farm products, it is of the opinion that these reports should be discontinued and annual reports of the crop only be made at the end of the crop year. The Minnesota representatives in Congress will be petitioned to use their utmost endeavors to bring about this much desired change.

The Milwaukee Chamber of Commerce has passed resolutions in regard to the Butterworth bill, and sent copies of same to Congress. The exchange indorses the first part of the bill referring to "privileges" and "put and call" trading. This kind of trading is not recognized by the Chamber. Concerning futures, however, the committee on resolutions thought legislation of so sweeping a character was uncalled for and unwise. Under the provisions of the bill the purchaser would be prevented from reselling the property until it came actually into his hands, and consequently he would be compelled to assume the risk of the market until that time. The committee recognized the fact that there was a deal of speculative trading in this connection which was disastrous and demoralizing to business. But the law did not discriminate between the actual speculators and legitimate purchasers, and thus the law would make contracts for future deliveries by any class of dealers an impossibility. The evils of excessive speculation were apparent, and proper efforts to mitigate them should be welcomed by all good citizens, but care should be taken that any such efforts should not hamper or destroy the freedom of operation required by those who undertake the important and hazardous business of handling the vast farm products of the country.

It is not generally realized how large a figure the Pacific coast cuts in our wheat export trade. The port of San Francisco alone has exported over 25,000,000 bushels in wheat and flour in the past ten months.



## Press Comment.

### CAN CONTROL ITS QUOTATIONS.

It must be patent to any sensible individual that the Chicago Board of Trade by the course it adopted in discontinuing its department of market reports and furnishing continuous quotations has succeeded in establishing the fact that it can control its own market quotations, and that parties who have been transacting a speculative business in an illegitimate way—without the delivery of any property whatever—would have been compelled to abandon the business long ago but for the course pursued by the courts.—*Chicago Trade Bulletin*.

### CONGRATULATES THE BOARD.

The *Herald* congratulates the Board of Trade on its approaching complete victory over the bucket shops. This victory will be all the more enjoyable for the prolonged and at times doubtful contest which has preceded it. The ignorant prejudice with which many people regarded the Board, and the irrational and oppressive decisions of the courts, until lately, on the subject of market quotations, made it problematical for a long time whether the bucket shop was amenable to law, reason or anything else. But now that its ultimate extirpation seems to be assured, the wonder will soon be that it was endured so long.—*Chicago Herald*.

### "BETTER TO GO FORWARD."

This nation is but little ahead of Russia in its statistical information of crops and herds, and is unquestionably behind Great Britain, France or Germany. The country is developing rapidly, by increase of acres cultivated, and with the limited resources in the hands of the agricultural department, it is impossible for it to gather the data necessary for anything like accurate reports. On the whole, however, they come nearer to what is needed, probably, than anything else published. It would seem then that it would be better to go forward and improve upon the crude machinery started, than to go backward and abandon the whole business.—*Minneapolis Record*.

### SILVER AND WHEAT.

It is well known that the decline in silver, caused by its demonetization, cheapened the cost of East Indian productions to all foreign nations; now a restoration of its value would doubtless increase the cost to foreign consumers of them, so that Indian wheat, cotton, tea, etc., will command higher prices in Europe. If it cost more to deliver wheat and cotton in Great Britain from India than it has done recently that will have a favorable effect upon the value of our own crops of these articles. In fact, there are numerous ways in which an enhancement in the value of silver would benefit this country.—*Cincinnati Price Current*.

### CHICAGO'S ELEVATOR COMPANIES.

Chicago's heavy trade in cereals has been placed at the mercy of the elevator corporations, to the detriment of all other grain handlers. The remedy suggested for the existing evil is that the railroad companies shall handle all grain consigned to Chicago, as they do other freight, instead of transferring it to the elevator corporations, who are injuring the grain business by their long delays in handling. The elevator companies intend advancing the rates of storage at the end of the first six months of 1890. With still higher charges and unnecessary delays in handling, the grain trade of Chicago would not be long in passing exclusively into the control of the elevator corporations.—*Millers' Review*.

### WHY THE SHIPMENT WAS MADE.

The first grain shipment from Kansas for export was received at Galveston, Tex., last week. The government has expended \$3,500,000 in deepening the harbor at that place during the past three years, and yet the first grain shipment from Kansas was received last week. Announcement is also made that a Liverpool steamer will take a full cargo of Kansas corn to that city. All this movement is intended to help hippodrome the additional appropriation of \$6,500,000 through Congress for deepening the harbor at Galveston. New Orleans has deep water communication with all the world, and Kansas grain can be placed in that city much cheaper, by Missouri and Mississippi rivers, than it can be in Galveston. The deep water harbor scheme at Galveston is all a big steal for the benefit of the contractors, labor and merchants of that city.—*Iowa State Register*.

### A THEORY OF DEMAGOGUES, NOT A CONDITION.

A great deal is being said about the low prices of farm products and the generally close times for money among the farmers. Now the writer remembers very distinctly the general condition of affairs, especially among farmers, from 1857 to 1860, and he doesn't hesitate to say that the farmer of to-day does not begin to feel the grip of hard times. While prices of farm products were even lower than they are now, corn selling in Chicago at 20 cents per bushel and wheat at 50 cents, there was absolutely no money in circulation that the farmer dared exchange his products for to take home with him and keep over night. It is only a demagogue who seeks to make a bad situation appear worse than it really is. Your demagogue never

suggests any practical means for improving the condition of things. He is generally a broken-down politician who hopes to get himself into position by climbing upon the shoulders of farmers.—*Kansas City Farm Journal*.

### INCREASED TRADING.

Minneapolis ought to shake hands with herself in self-congratulation over the recent action of the Chicago Board of Trade in refusing to send out quotations. Since the Chicago quotations were discontinued the trading at the Minneapolis Chamber of Commerce has assumed a volume and stability that the most sanguine dared not hope for. All grain bought for future delivery in Minneapolis can be safely carried, and an actual delivery and sale made upon maturity of the contract, as cash grain is worth more in Minneapolis than at any place in the world.—*Pioneer Press*.

### WANTED.

A situation in an elevator as assistant or manager, by a man of ten years' experience in the grain trade. Address W. C. CHEYNE, Oakland, Iowa.

### WANTED.

Position as foreman or manager in grain elevator. Thoroughly understand the handling of machinery, book-keeping and all the details of the grain trade. Best of references given. Address

Lock Box 2, Camden, Ohio.

### TO THE DEAF.

A person cured of deafness and noises in the head of twenty-three years' standing by a simple remedy, will send a description of it free to any person who applies to NICHOLSON, 177 McDougal street, New York.

## To POULTRY RAISERS.

*The Complete Poultry Manual* is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,  
184 Dearborn Street, Chicago, Ill.

### WILLARD'S HOTEL.

Washington, D. C.  
The Old Reliable. First-Class in all Respects.  
Send two stamps for Guide, FREE, to  
O. G. STAPLES, Proprietor.

## For Sale.

### FOR SALE.

Steam elevator, located at Hawarden, Iowa, on C. & N. W. R. R. For particulars address  
W. M. Cox, Hawarden, Iowa.

### FEED MILL FOR SALE.

A treble reduction feed mill, Eynon & Ingersoll make. Used but little. Price \$25, which is one third list price of new machine. Address

FEED MILL, care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

### FOR SALE.

An established grain business, consisting of two elevators, 20,000 and 15,000 bushels' capacity. A very profitable business. Handle 350,000 bushels of grain yearly. Town of 1,500 inhabitants. Poor health reason for selling. Address

J. L. RAMSEY, Keota, Iowa.

### FOR SALE.

A number of good grain points, including elevators, warehouses, etc., in Iowa. For full particulars address  
Lock Box 692, Des Moines, Iowa.

### ELEVATOR FOR SALE.

Of 10,000 bushels' capacity; Barnard & Leas Sheller and Cleaner; one French burr, 42-inch, with bolt; one feed grinder; Atlas Engine, 20-horse power, boiler, 25-horse power; stone engine room; office scales, barn and coal sheds all on my own ground. Best corn county in the state. Office on business street. Address

JAMES SMITH, Belleville, Republic Co., Kan.

### ASSIGNEE'S SALE.

The fine elevator at Camden, Preble Co., Ohio, will be sold at public sale on the premises, Saturday, May 24, 1890. Terms one-third cash, one-third in one year and one-third in two years. Appraised at \$7,250. This elevator has a capacity of 18,000 bushels and is strictly first class, containing all the modern improvements for handling and cleaning all kinds of grain. Elevator has been built two years; is situated on a fine, large, open lot, and has an established business of \$300,000 per annum. Address

JOHN RISINGER, Assignee, Camden, Ohio.

### FOR SALE.

An elevator and corn mill combined, situated at Iantha, Mo., on K. C., F. S. & M. Railroad. Storage capacity of elevator about 10,000 bushels; capacity of roller corn mill, 125 barrels per day. Lumber and wholesale feed business in connection. Tributary to a large lumber district in Southeastern Missouri and Arkansas. An extensive trade established. An average of 800 cars of grain, feed and meal shipped annually. Good location and healthy climate. Best of reasons for selling. Half or entire interest offered on good terms. Address

HARPER, FRICKE & Co., Iantha, Mo.

### FOR SALE.

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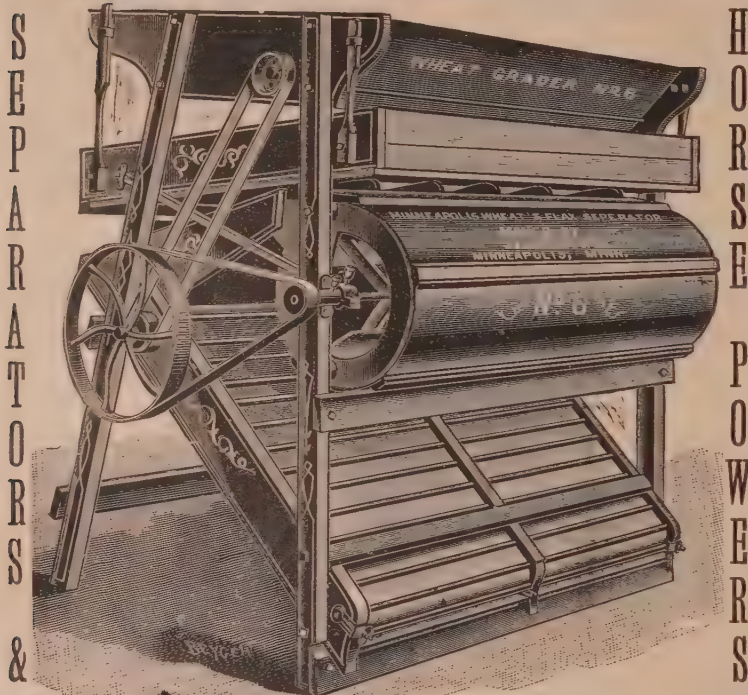
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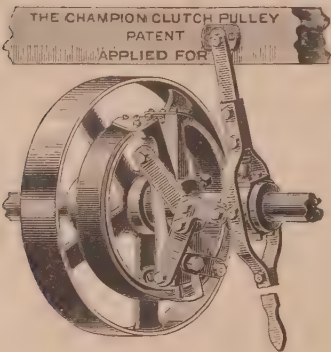
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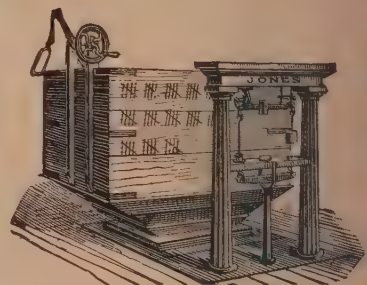
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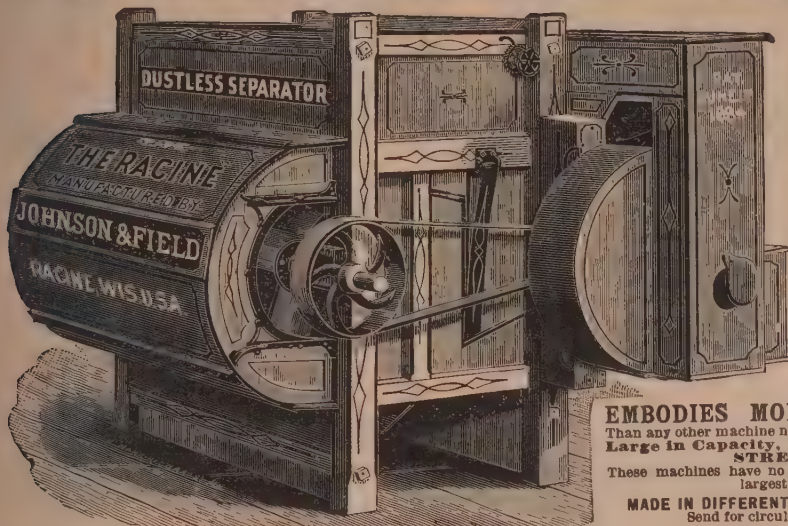


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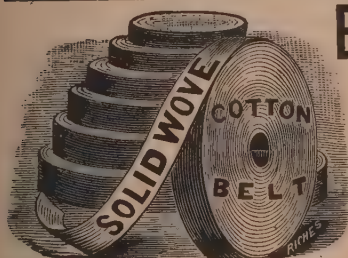
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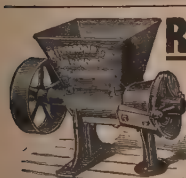
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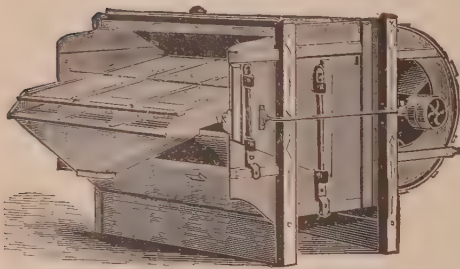


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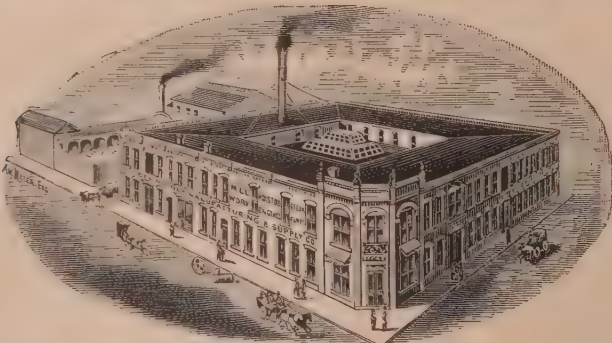
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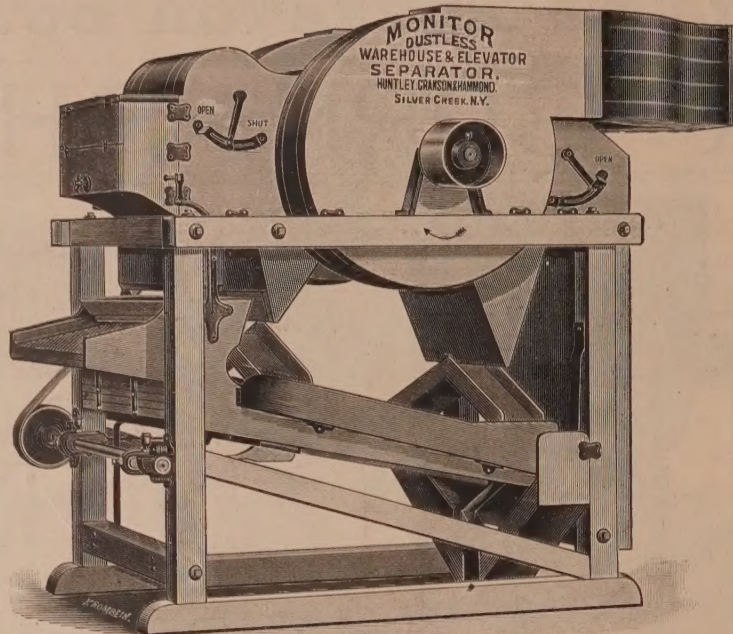
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DEAR SIR:—In reply to your letter of the 25th inst., we will say that we have given the Monitor Grain Separators furnished by you a prolonged and severe test in several elevators built by us, and are pleased to say that they give perfect satisfaction in every respect, and we do not hesitate to pronounce them the best separators that we have ever used. The machines are carefully and strongly built, nicely finished, very steady and easy running, and the double fan arrangement gives a perfectly controlled air current, making the separations all that can be desired. We admit that you had hard work in convincing us that your machines were better than those we formerly used, but this you did, and proved to the perfect satisfaction of our customers and ourselves. Yours truly,  
THE HEIDENREICH COMPANY,  
Per E. LEE HEIDENREICH, Pres't.

Englewood Elevator. Chas. Counselman & Co.

CHICAGO, ILL., March 29th, 1890.

MR. B. F. RYER, Manager Western Branch Huntley, Cranson & Hammond,  
63 and 65 South Canal Street, Chicago, Ill.

DEAR SIR:—In reply to yours of the 15th in regard to the two Monitor Separators in this elevator, I would say that I am highly pleased with them. I have in the last ten years handled most of the prominent cleaners in the market, and if I were ordering more cleaners I should take the Monitor. They are models in compactness, ease of adjustment and accessibility, and I can do just as good work as I wish to do with them, which is more than I can say of any other I have used. There may be better separators in the market, but I do not know who makes them. Yours truly,  
E. M. ASHLEY, Supt.

A complete line of our machines can be seen and full information obtained at our

Western Branch, 63-65 South Canal Street, Chicago, Ill.

Write for Circular, Prices, Etc.

# HUNTLEY, CRANSON & HAMMOND,

SILVER CREEK, N. Y., U. S. A.

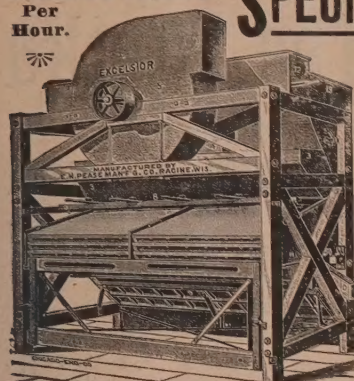
B. F. RYER, { 63-65 SOUTH CANAL ST., } Chicago, Ill. HENRY SIMON, { 20 Mount Street, MANCHESTER, ENG., }  
Manager Western Branch. GENERAL AGENT FOR EUROPE.



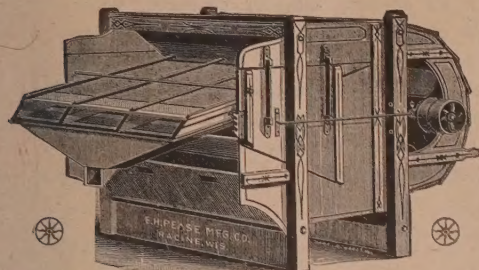
Four Sizes from 300  
to 2000 Bu. Capacity  
Per  
Hour.

# SPECIAL GRAIN HANDLING MACHINERY

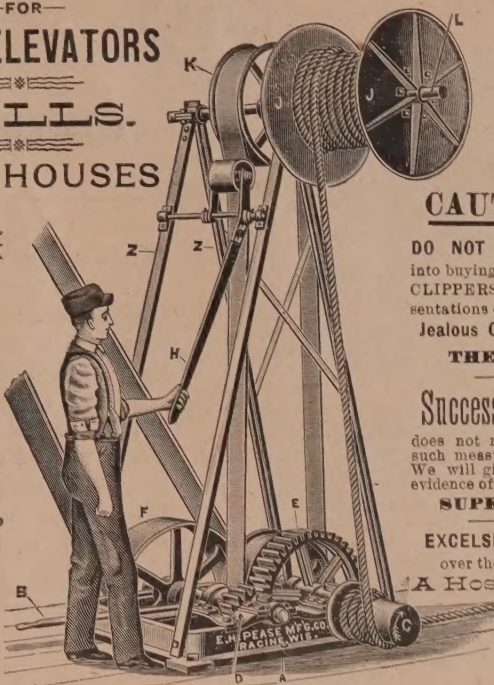
—FOR—  
**GRAIN ELEVATORS**  
**MILLS.**  
**MALT HOUSES**  
—AND—  
**BREWERS.**



Excelsior Dustless Elevator Separator.



Several sizes, Styles and Capacities of End-Shake, and Side-Shake Warehouse Mills.



"HERCULES" POWER CAR PULLER.

## CAUTION!

DO NOT BE DUPED  
into buying INFERIOR  
CLIPPERS by misrepresen-  
tations of our  
Jealous Competitors.

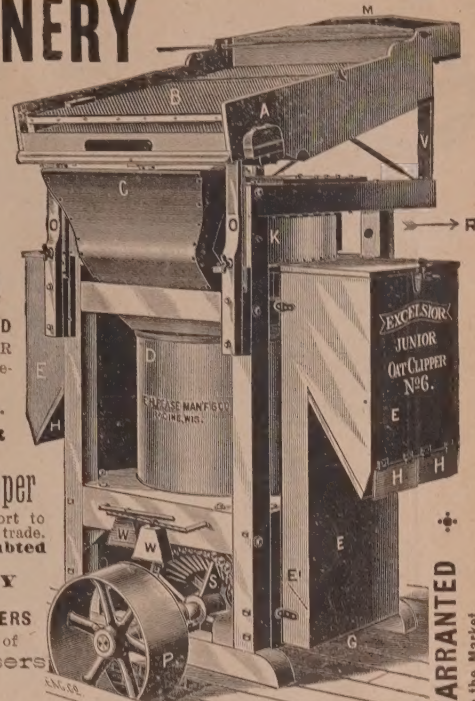
THE MAKER

## Successful Clipper

does not need to resort to  
such measures to gain trade.  
We will give **Undoubted**  
evidence of the

**SUPERIORITY**

OF THE  
**EXCELSIOR CLIPPERS**  
over the signatures of  
A Host of Users



"Excelsior Jr." Oat Clipper, Polisher and Separator.

## PLENTY MORE TESTIMONIALS.

Letters similar to sample below, on hand for inspection of Buyers.

"Suppose you Write us for Particulars."

**E. H. PEASE MFG. CO., Racine, Wis.**

**GENTLEMEN:** In December, 1888, we bought one of your No. 8 "Excelsior" Combined Oat Clippers, Separators and Graders, and have clipped at least 250,000 bu. of oats with it without a cent of cost for repairs, and consider it one of the most valuable pieces of machinery in our elevator. Before buying, we examined other clippers in operation, but could find none we thought compared with the **Excelsior** in capacity or work. We have no trouble to raise the weight of oats anywhere from 3 to 10 lbs. per bu., and can change the grade while machine runs at full speed by moving the governing weights upon the regulating levers. A few days ago we went to see a clipper work and judging from the work it was doing it is a total failure as an oat clipper.

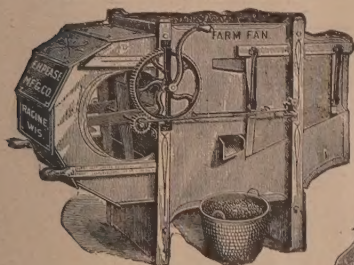
We would not exchange our **Excelsior** Clipper for a 10-acre lot of clippers. We have yet to see a machine that will come up to your No. 8 **Excelsior** in quality or capacity. Our machine has done better than you claimed for it and paid for itself long ago.

We tested our clipper a few days ago by clipping 3,500 bu. of oats by actual weight, with less than 1-2 lb. waste per bu. We also shipped two cars of oats from same bin to same commission merchant in Chicago, viz.: One car clipped and one car not clipped, we got 1-2 cents per bu. more for the clipped than the unclipped oats (1-2 cent per bu. covers cost of clipping and waste) \*\*\*\*\* etc.

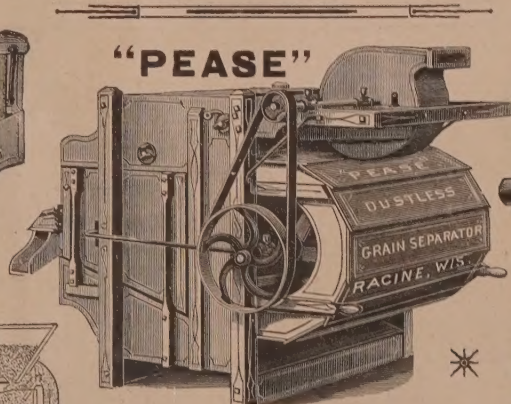
Yours truly,

**HOGAN & NEILSON.**

SENECA, ILL., May 8, 1890.



ALL SIZES AND STYLES OF  
"Pease" Farm Fanning Mills



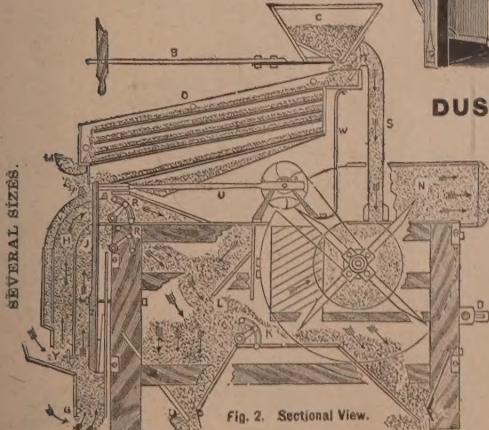
**DUSTLESS SEPARATORS.**

## OUR SPECIALTIES

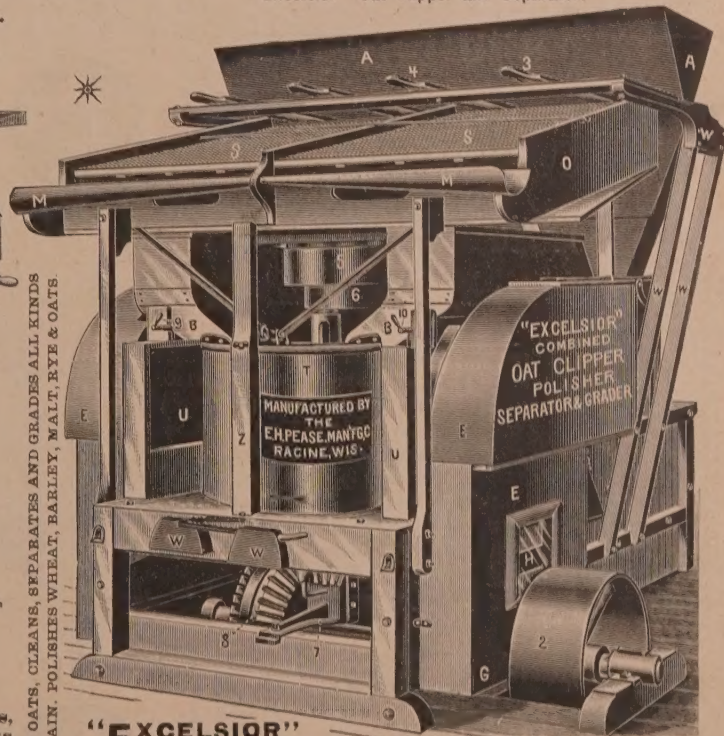
—ARE—  
Oat Clippers,  
"Pease" Farm Fans,  
"Pease" and "Wells"  
Warehouse Fanning Mills,  
"Pease" Dustless Separators,

## EXCELSIOR

Receiving Separators,  
Grain Graders, Cleaners  
and Polishers, Car Pullers,  
Bag Trucks, Warehouse Trucks,  
**ELEVATOR SUPPLIES,**  
Etc., Etc.



Excelsior Dustless Separator and Grader.



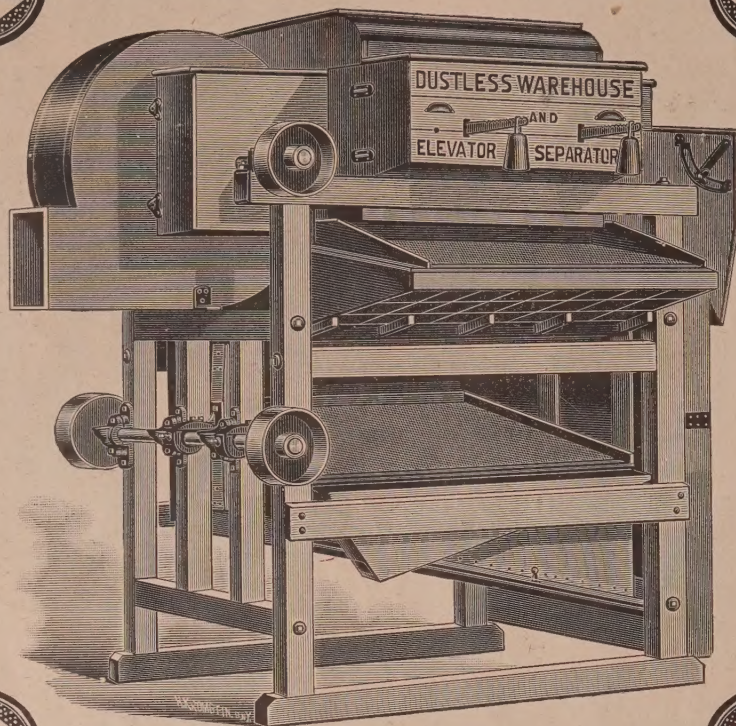
"EXCELSIOR" COMBINED OAT CLIPPER AND SEPARATOR, GRADER AND POLISHER.

**E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.**

With same Power. Conditions of Grain,  
and other like Circumstances.

THESE MACHINES ARE FULLY WARRANTED  
To Excel any Other Similar Machines of like sizes in the Market.





DESCRIPTIVE CIRCULARS SENT UPON REQUEST.



# The Eureka

**DUSTLESS  
WAREHOUSE • AND • ELEVATOR • SEPARATOR.**

THIS machine we build in eight sizes, capacities ranging from 50 bushels to 2,000 bushels per hour, according to screens employed and kinds of material handled. It is the most perfectly operating machine on the market, being perfectly adapted for all ordinary elevator cleaning, while being also capable of thoroughly cleaning a wider variety of grain and seeds than any machine offered the grain trade. The principle of its construction and operation is such that in the passage through, the material is subjected to continuous grading assuring absolute removal of all foul stuff, impurities, and foreign seeds.

**NOTE THIS!** The Eureka Works are the oldest and largest in the world. We build the greatest variety of Grain-Cleaning Machinery in the greatest number of sizes, of any concern in the world. We make every part of every machine in our own shops. Our guarantee means what it says.

**SUCH FIRMS as the following employ our machines with satisfaction and profit:**

CHRISTIAN BROS. MILL CO., MINNEAPOLIS MINN.  
BARNETT & RECORD, " " "  
O. A. PILLSBURY & CO., " " "  
L. C. PORTER MILLING CO., WINONA, MINN.  
DODGE MILLING & GRAIN CO., DODGE, NEB.

CHICAGO & PACIFIC ELEVATOR CO., CHICAGO, ILL.  
UNION ELEVATOR CO., DETROIT, MICH.  
WEBSTER & COMSTOCK MFG. CO., CHICAGO, ILL.  
A. GERSTENBURG, " "  
FROST MANUFACTURING CO., GALESBURG, ILL.

BOTSFORD ELEVATOR CO., PORT HURON, MICH.  
J. T. MOULTON & SON, CHICAGO, ILL.  
NORTHERN PACIFIC ELEVATOR, MOORHEAD, MINN.  
DULUTH ELEVATOR CO., WEST SUPERIOR, MINN.  
F. H. PEAVEY & CO., MINNEAPOLIS, MINN.

AND MANY OTHERS.

# The Eureka

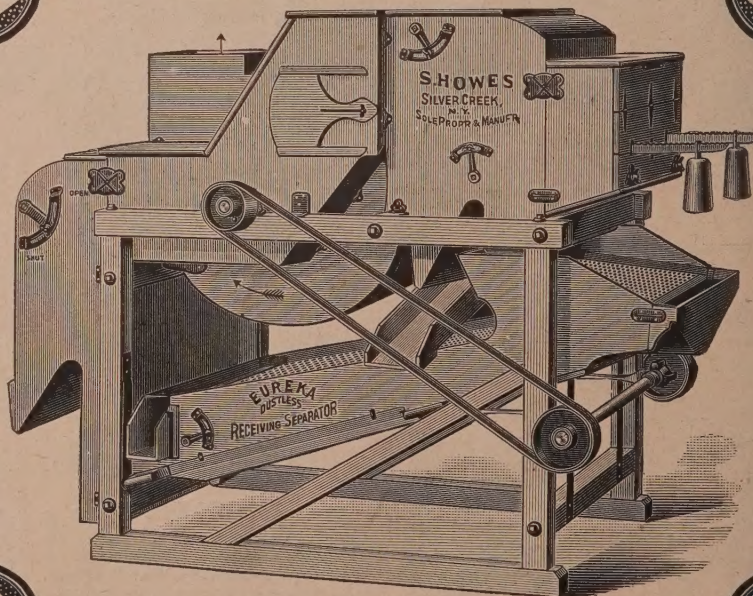
◇ **DOUBLE RECEIVING SEPARATOR.**

For ordinary elevator requirements this machine has achieved a degree of popularity beyond the reach of successful rivalry. A feature of much importance is that, it requires much less height than any other machine intended for warehouse or elevator service. We build it in seven regular sizes and of capacities ranging from 100 bushels to 2,400 bushels per hour. The capacities at which we rate our machines may always be implicitly relied upon; that is they will always satisfactorily handle the maximum number of bushels we rate them for.

**S. HOWES,**

SOLE MANUFACTURER,

SILVER CREEK, N. Y.



See this page next Month.